



SUPPLEMENT

TO THE

NEW ZEALAND GAZETTE

OF

THURSDAY, AUGUST 6, 1925.

Published by Authority.

WELLINGTON, TUESDAY, AUGUST 11, 1925.

Scales of Charges upon the New Zealand Government Railways.

IN pursuance of all powers and authorities enabling me under the Government Railways Act, 1908, and its amendments, and of all other powers enabling me in this behalf, I, Joseph Gordon Coates, Minister of Railways, do hereby fix the following scale of charges, and do hereby impose the following conditions and regulations in respect of the New Zealand Government Railways open for traffic: and do hereby declare that such scale of charges, and such conditions and regulations shall come into force on the 31st day of August, 1925, from which date all previous scales, conditions, and regulations fixed or imposed in respect of the said railways are declared to be hereby revoked.

As witness my hand, this 10th day of August, 1925.

J. G. COATES,
Minister of Railways.

PART I.—PASSENGERS.

1. GENERAL FARES AND REGULATIONS.

1. TICKETS which entitle the holders to travel on the railways will be issued at the fares specified hereinafter. All tickets issued shall be subject to the by-laws and regulations of the Department and to the conditions hereinafter set forth, and must be surrendered on date of expiry, and at other times when demanded by any Railway officer. Tickets not surrendered on date of expiry shall be given up at any time thereafter on demand being made by any Railway officer.

2. Unless otherwise provided, children not exceeding 3 years of age travel free children over 3 years of age and not exceeding 12 years of age at half rates.

3. Tickets may be obtained at the booking-office at stations where there are officers in charge fourteen days in advance of the day on which passengers desire to travel.

4. Tickets are to be obtained at the booking-office at stations where such offices are provided; at stations where there are no booking-offices tickets are to be obtained from the guards of the trains.

5. Unless otherwise provided, all tickets will expire at midnight on the last day of the period of their availability.

6. Tickets on which any concession is granted should be purchased half an hour before the departure-time of the train by which they are intended to be used. The Department reserves to itself the right to decline any application for such tickets if this rule is not observed.

2. Ordinary Tickets.

1. Fares (hereinafter referred to as ordinary fares) will be charged for ordinary tickets at the following rates:—

SCHEDULE OF FARES.					SCHEDULE OF FARES—continued.				
No. of Miles.	Ordinary Fares.				No. of Miles.	Ordinary Fares.			
	Single.		Return.			Single.		Return.	
	First.	Second.	First.	Second.		First.	Second.	First.	Second.
	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.
1	0 5	0 3	0 8	0 6	21	3 6	2 4	7 0	4 8
2	0 6	0 5	0 10	0 8	22	3 7	2 6	7 2	5 0
3	0 8	0 6	1 3	1 0	23	3 9	2 7	7 6	5 2
4	0 10	0 7	1 8	1 2	24	3 11	2 8	7 10	5 4
5	1 0	0 8	2 0	1 4	25	4 1	2 9	8 2	5 6
6	1 2	0 10	2 4	1 8	26	4 3	2 11	8 6	5 10
7	1 4	0 11	2 8	1 10	27	4 5	3 0	8 10	6 0
8	1 6	1 0	3 0	2 0	28	4 6	3 1	9 0	6 2
9	1 8	1 1	3 4	2 2	29	4 8	3 2	9 4	6 4
10	1 9	1 3	3 6	2 6	30	4 10	3 4	9 8	6 8
11	1 11	1 4	3 10	2 8	31	5 0	3 5	10 0	6 10
12	2 1	1 5	4 2	2 10	32	5 2	3 6	10 4	7 0
13	2 3	1 6	4 6	3 0	33	5 4	3 7	10 8	7 2
14	2 5	1 8	4 10	3 4	34	5 5	3 9	10 10	7 6
15	2 7	1 9	5 2	3 6	35	5 7	3 10	11 2	7 8
16	2 8	1 10	5 4	3 8	36	5 9	3 11	11 6	7 10
17	2 10	1 11	5 8	3 10	37	5 11	4 0	11 10	8 0
18	3 0	2 1	6 0	4 2	38	6 1	4 2	12 2	8 4
19	3 2	2 2	6 4	4 4	39	6 3	4 3	12 6	8 6
20	3 4	2 3	6 8	4 6	40	6 4	4 4	12 8	8 8

SCHEDULE OF FARES—continued.						SCHEDULE OF FARES—continued.					
No. of Miles.	Ordinary Fares.		Return.		No. of Miles.	Ordinary Fares.		Return.			
	Single.					Single.					
	First.	Second.	First.	Second.		First.	Second.	First.	Second.		
41	s. 6	d. 6	s. 4	d. 5	91	s. 14	d. 2	s. 28	d. 4	s. 19	d. 4
42	6 8	4 7	4 4	7 7	92	14 4	4 4	28 8	8 19	19 6	6 6
43	6 10	4 8	4 4	8 8	93	14 6	9 10	29 0	19 8	19 8	8 8
44	7 0	4 9	4 4	9 9	94	14 7	10 0	29 2	20 0	20 0	0 2
45	7 2	4 10	4 4	10 10	95	14 9	10 1	29 6	20 2	20 2	2 2
46	7 3	5 0	5 0	10 0	96	14 11	10 2	29 10	20 4	20 4	4 4
47	7 5	5 1	5 1	10 2	97	15 1	10 3	30 2	20 6	20 10	6 10
48	7 7	5 2	5 2	10 4	98	15 3	10 5	30 6	20 10	20 10	10 10
49	7 9	5 3	5 3	10 6	99	15 5	10 6	30 10	21 0	21 0	0 2
50	7 11	5 5	5 5	10 10	100	15 6	10 7	31 0	21 2	21 2	2 2
51	8 1	5 6	5 6	11 0	101	15 8	10 8	31 4	21 4	21 4	4 4
52	8 2	5 7	5 7	11 2	102	15 10	10 10	31 8	21 8	21 8	8 8
53	8 4	5 8	5 8	11 4	103	16 0	10 11	32 0	21 10	21 10	10 10
54	8 6	5 10	5 10	11 8	104	16 2	11 0	32 4	22 0	22 0	0 2
55	8 8	5 11	5 11	11 10	105	16 4	11 1	32 8	22 2	22 2	2 2
56	8 10	6 0	6 0	12 0	106	16 5	11 3	32 10	22 6	22 6	6 6
57	9 0	6 1	6 1	12 2	107	16 7	11 4	33 2	22 8	22 8	8 8
58	9 1	6 3	6 3	12 6	108	16 9	11 5	33 6	22 10	22 10	10 10
59	9 3	6 4	6 4	12 8	109	16 11	11 6	33 10	23 0	23 0	0 2
60	9 5	6 5	6 5	12 10	110	17 1	11 8	34 2	23 2	23 2	2 2
61	9 7	6 6	6 6	13 0	111	17 3	11 9	34 6	23 6	23 6	6 6
62	9 9	6 8	6 8	13 4	112	17 4	11 10	34 8	23 8	23 8	8 8
63	9 11	6 9	6 9	13 6	113	17 6	11 11	35 0	23 10	23 10	10 10
64	10 0	6 10	6 10	13 8	114	17 8	12 1	35 4	24 2	24 2	2 2
65	10 2	6 11	6 11	13 10	115	17 10	12 2	35 8	24 4	24 4	4 4
66	10 4	7 1	7 1	14 2	116	18 0	12 3	36 0	24 6	24 6	6 6
67	10 6	7 2	7 2	14 4	117	18 2	12 4	36 4	24 8	24 8	8 8
68	10 8	7 3	7 3	14 4	118	18 3	12 6	36 6	25 0	25 0	0 2
69	10 10	7 4	7 4	14 8	119	18 5	12 7	36 10	25 2	25 2	2 2
70	10 11	7 6	7 6	15 0	120	18 7	12 8	37 2	25 4	25 4	4 4
71	11 1	7 7	7 7	15 2	121	18 9	12 9	37 6	25 6	25 6	6 6
72	11 3	7 8	7 8	15 4	122	18 11	12 11	37 10	25 10	25 10	10 10
73	11 5	7 9	7 9	15 6	123	19 1	13 0	38 2	26 0	26 0	0 2
74	11 7	7 11	7 11	15 10	124	19 2	13 1	38 4	26 2	26 2	2 2
75	11 9	8 0	8 0	16 0	125	19 4	13 2	38 8	26 4	26 4	4 4
76	11 10	8 1	8 1	16 2	126	19 6	13 4	39 0	26 6	26 6	6 6
77	12 0	8 2	8 2	16 4	127	19 8	13 5	39 4	26 10	26 10	10 10
78	12 2	8 4	8 4	16 8	128	19 10	13 6	39 8	27 0	27 0	0 2
79	12 4	8 5	8 5	16 10	129	20 0	13 7	40 0	27 2	27 2	2 2
80	12 6	8 6	8 6	17 0	130	20 1	13 9	40 2	27 4	27 4	4 4
81	12 8	8 7	8 7	17 2	131	20 3	13 10	40 6	27 6	27 6	6 6
82	12 9	8 8	8 8	17 4	132	20 5	13 11	40 10	27 10	27 10	10 10
83	12 11	8 10	8 10	17 8	133	20 7	14 0	41 2	28 0	28 0	0 2
84	13 1	8 11	8 11	17 10	134	20 9	14 2	41 6	28 4	28 4	4 4
85	13 3	9 0	9 0	18 0	135	20 11	14 3	41 10	28 6	28 6	6 6
86	13 5	9 2	9 2	18 4	136	21 0	14 4	42 0	28 8	28 8	8 8
87	13 7	9 3	9 3	18 6	137	21 2	14 5	42 4	28 10	28 10	10 10
88	13 8	9 4	9 4	18 8	138	21 4	14 7	42 8	29 0	29 0	0 2
89	13 10	9 5	9 5	18 10	139	21 6	14 8	43 2	29 2	29 2	2 2
90	14 0	9 7	9 7	19 2	140	21 8	14 9	43 6	29 4	29 4	4 4

SCHEDULE OF FARES—continued.

No. of Miles.	Ordinary Fares.			
	Single.		Return.	
	First.	Second.	First.	Second.
141	s. d. 21 10	s. d. 14 10	s. d. 43 8	s. d. 29 8
142	21 11	15 0	43 10	30 0
143	22 1	15 1	44 2	30 2
144	22 3	15 2	44 6	30 4
145	22 5	15 3	44 10	30 6
146	22 7	15 5	45 2	30 10
147	22 9	15 6	45 6	31 0
148	22 10	15 7	45 8	31 2
149	23 0	15 8	46 0	31 4
150	23 2	15 10	46 4	31 8
151	23 4	15 11	46 8	31 10
152	23 6	16 0	47 0	32 0
153	23 8	16 1	47 4	32 2
154	23 9	16 3	47 6	32 6
155	23 11	16 4	47 10	32 8
156	24 1	16 5	48 2	32 10
157	24 3	16 6	48 6	33 0
158	24 5	16 8	48 10	33 4
159	24 7	16 9	49 2	33 6
160	24 8	16 10	49 4	33 8
161	24 10	16 11	49 8	33 10
162	25 0	17 1	50 0	34 2
163	25 2	17 2	50 4	34 4
164	25 4	17 3	50 8	34 6
165	25 6	17 4	51 0	34 8
166	25 7	17 6	51 2	35 0
167	25 9	17 7	51 6	35 2
168	25 11	17 8	51 10	35 4
169	26 1	17 9	52 2	35 6
170	26 3	17 11	52 6	35 10
171	26 5	18 0	52 10	36 0
172	26 6	18 1	53 0	36 2
173	26 8	18 2	53 4	36 4
174	26 10	18 4	53 8	36 8
175	27 0	18 5	54 0	36 10
176	27 2	18 6	54 4	37 0
177	27 4	18 7	54 8	37 2
178	27 5	18 9	54 10	37 6
179	27 7	18 10	55 2	37 8
180	27 9	18 11	55 6	37 10
181	27 11	19 0	55 10	38 0
182	28 1	19 2	56 2	38 4
183	28 3	19 3	56 6	38 6
184	28 4	19 4	56 8	38 8
185	28 6	19 5	57 0	38 10
186	28 8	19 7	57 4	39 2
187	28 10	19 8	57 8	39 4
188	29 0	19 9	58 0	39 6
189	29 2	19 10	58 4	39 8
190	29 3	19 10	58 6	40 0

SCHEDULE OF FARES—continued.

No. of Miles.	Ordinary Fares.			
	Single.		Return.	
	First.	Second.	First.	Second.
191	s. d. 29 5	s. d. 20 1	s. d. 58 10	s. d. 40 2
192	29 7	20 2	59 2	40 4
193	29 9	20 3	59 6	40 6
194	29 11	20 5	59 10	40 10
195	30 1	20 6	60 2	41 0
196	30 2	20 7	60 4	41 2
197	30 4	20 8	60 8	41 4
198	30 6	20 10	61 0	41 8
199	30 8	20 11	61 4	41 10
200	30 10	21 0	61 8	42 0
201	31 0	21 1	62 0	42 2
202	31 1	21 3	62 2	42 6
203	31 3	21 4	62 6	42 8
204	31 5	21 5	62 10	42 10
205	31 7	21 6	63 2	43 0
206	31 9	21 8	63 6	43 4
207	31 11	21 9	63 10	43 6
208	32 2	21 10	64 0	43 8
209	32 4	21 11	64 4	43 10
210	32 6	22 1	64 8	44 2
211	32 8	22 2	65 0	44 4
212	32 10	22 3	65 4	44 6
213	32 11	22 4	65 8	44 8
214	33 1	22 5	66 2	45 0
215	33 3	22 7	66 6	45 2
216	33 5	22 8	66 10	45 4
217	33 7	22 9	67 2	45 6
218	33 9	22 11	67 6	45 10
219	33 10	23 0	67 10	46 0
220	33 11	23 1	68 2	46 2
221	34 0	23 2	68 6	46 4
222	34 2	23 3	68 10	46 6
223	34 4	23 4	69 2	46 8
224	34 6	23 5	69 6	47 0
225	34 8	23 6	69 10	47 2
226	34 9	23 7	70 2	47 4
227	34 11	23 10	70 6	47 8
228	35 1	23 11	71 0	48 0
229	35 3	24 0	71 4	48 4
230	35 5	24 2	71 8	48 8
231	35 7	24 3	72 2	49 0
232	35 8	24 4	72 6	49 2
233	35 10	24 5	73 0	49 4
234	36 2	24 7	73 4	49 6
235	36 4	24 8	73 8	49 8
236	36 6	24 9	74 2	50 0
237	36 7	24 10	74 6	50 2
238	36 9	25 0	75 0	50 4
239	36 11	25 1	75 4	50 6
240	37 0	25 2	75 8	50 8

SCHEDULE OF FARES—continued.						SCHEDULE OF FARES—continued.					
No. of Miles.	Ordinary Fares.		Return.		No. of Miles.	Ordinary Fares.		Return.			
	Single.					Single.					
	First.	Second.	First.	Second.		First.	Second.	First.	Second.		
241	s. d.	25 3	s. d.	50 6	291	s. d.	30 6	s. d.	89 6	61 0	
242	37 3	25 5	25 5	50 10	292	44 9	30 7	89 8	61 2		
243	37 5	25 6	25 6	51 0	293	44 10	30 7	89 8	61 2		
244	37 6	25 7	25 7	51 2	294	45 0	30 8	90 0	61 4		
245	37 8	25 8	25 8	51 4	295	45 2	30 10	90 4	61 8		
246	37 10	25 10	25 10	51 8	296	45 4	30 11	90 8	61 10		
247	38 0	25 11	25 11	51 10	297	45 6	31 0	91 0	62 0		
248	38 2	26 0	26 0	52 0	298	45 8	31 1	91 4	62 2		
249	38 4	26 1	26 1	52 2	299	45 9	31 3	91 6	62 6		
250	38 5	26 2	26 2	52 4	300	45 11	31 4	91 10	62 8		
251	38 7	26 4	26 4	53 0	301	46 1	31 5	92 2	62 10		
252	38 9	26 5	26 5	53 2	302	46 3	31 6	92 6	63 0		
253	38 11	26 6	26 6	53 4	303	46 5	31 8	92 10	63 4		
254	39 1	26 8	26 8	53 6	304	46 7	31 9	93 2	63 8		
255	39 3	26 9	26 9	53 8	305	46 8	31 10	93 4	63 8		
256	39 4	26 10	26 10	54 0	306	46 10	31 11	93 8	63 10		
257	39 6	26 11	26 11	54 2	307	47 0	32 0	94 0	64 2		
258	39 8	27 1	27 1	54 4	308	47 2	32 2	94 4	64 4		
259	39 10	27 2	27 2	54 6	309	47 4	32 3	94 8	64 8		
260	40 0	27 3	27 3	54 8	310	47 6	32 4	95 0	64 8		
261	40 2	27 4	27 4	55 0	311	47 7	32 6	95 2	65 0		
262	40 3	27 5	27 5	55 2	312	47 9	32 7	95 6	65 2		
263	40 5	27 7	27 7	55 4	313	47 11	32 8	95 10	65 4		
264	40 7	27 8	27 8	55 6	314	48 1	32 9	96 2	65 6		
265	40 9	27 9	27 9	55 8	315	48 3	32 11	96 6	65 8		
266	40 11	27 11	27 11	56 0	316	48 5	33 0	96 10	66 0		
267	41 1	28 0	28 0	56 2	317	48 8	33 1	97 0	66 2		
268	41 2	28 1	28 1	56 4	318	48 10	33 2	97 4	66 4		
269	41 4	28 2	28 2	56 6	319	49 0	33 3	97 8	66 8		
270	41 6	28 4	28 4	56 8	320	49 2	33 4	98 0	67 0		
271	41 8	28 5	28 5	57 0	321	49 4	33 5	98 4	67 4		
272	41 10	28 7	28 7	57 2	322	49 5	33 7	98 8	67 8		
273	42 0	28 8	28 8	57 4	323	49 7	33 9	98 10	67 10		
274	42 1	28 9	28 9	57 6	324	49 9	33 10	99 2	67 10		
275	42 3	28 10	28 10	57 8	325	49 11	33 11	99 6	67 10		
276	42 5	28 11	28 11	58 0	326	49 11	34 0	99 10	68 0		
277	42 7	29 0	29 0	58 2	327	50 1	34 1	100 2	68 2		
278	42 9	29 2	29 2	58 4	328	50 3	34 3	100 6	68 6		
279	42 11	29 3	29 3	58 6	329	50 4	34 4	100 10	68 8		
280	43 0	29 4	29 4	58 8	330	50 6	34 5	101 0	68 10		
281	43 2	29 5	29 5	59 0	331	50 8	34 7	101 4	69 2		
282	43 4	29 7	29 7	59 2	332	50 10	34 8	101 8	69 4		
283	43 6	29 8	29 8	59 4	333	51 0	34 9	102 0	69 6		
284	43 8	29 9	29 9	59 6	334	51 2	34 10	102 4	69 8		
285	43 10	29 10	29 10	59 8	335	51 4	35 0	102 8	70 0		
286	43 11	30 0	30 0	60 0	336	51 5	35 1	102 10	70 2		
287	44 1	30 1	30 1	60 2	337	51 7	35 2	103 0	70 4		
288	44 3	30 2	30 2	60 4	338	51 9	35 3	103 6	70 6		
289	44 5	30 3	30 3	60 6	339	51 11	35 5	103 10	70 10		
290	44 7	30 5	30 5	60 10	340	52 1	35 6	104 2	71 0		
						52 3	35 7	104 6	71 2		

SCHEDULE OF FARES—continued.					SCHEDULE OF FARES—continued.				
No. of Miles.	Ordinary Fares.				No. of Miles.	Ordinary Fares.			
	Single.		Return.			Single.		Return.	
	First.	Second.	First.	Second.		First.	Second.	First.	Second.
	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.
341	52 4	35 8	104 8	71 4	391	60 0	40 11	120 0	81 10
342	52 6	35 10	105 0	71 8	392	60 2	41 0	120 4	82 0
343	52 8	35 11	105 4	71 10	393	60 4	41 1	120 8	82 2
344	52 10	36 0	105 8	72 0	394	60 5	41 3	120 10	82 6
345	53 0	36 1	106 0	72 2	395	60 7	41 4	121 2	82 8
346	53 1	36 3	106 2	72 6	396	60 9	41 5	121 6	82 10
347	53 3	36 4	106 6	72 8	397	60 11	41 6	121 10	83 0
348	53 5	36 5	106 10	72 10	398	61 1	41 8	122 2	83 4
349	53 7	36 6	107 2	73 0	399	61 3	41 9	122 6	83 6
350	53 9	36 8	107 6	73 4	400	61 4	41 10	122 8	83 8
351	53 11	36 9	107 10	73 6	401	61 6	41 11	123 0	83 10
352	54 0	36 10	108 0	73 8	402	61 8	42 1	123 4	84 2
353	54 2	36 11	108 4	73 10	403	61 10	42 2	123 8	84 4
354	54 4	37 1	108 8	74 2	404	62 0	42 3	124 0	84 6
355	54 6	37 2	109 0	74 4	405	62 2	42 4	124 4	84 8
356	54 8	37 3	109 4	74 6	406	62 3	42 6	124 6	85 0
357	54 10	37 4	109 8	74 8	407	62 5	42 7	124 10	85 2
358	54 11	37 6	109 10	75 0	408	62 7	42 8	125 2	85 4
359	55 1	37 7	110 2	75 2	409	62 9	42 9	125 6	85 6
360	55 3	37 8	110 6	75 4	410	62 11	42 11	125 10	85 10
361	55 5	37 9	110 10	75 6	411	63 1	43 0	126 2	86 0
362	55 7	37 11	111 2	75 10	412	63 2	43 1	126 4	86 2
363	55 9	38 0	111 6	76 0	413	63 4	43 2	126 8	86 4
364	55 10	38 1	111 8	76 2	414	63 6	43 4	127 0	86 8
365	56 0	38 2	112 0	76 4	415	63 8	43 5	127 4	86 10
366	56 2	38 4	112 4	76 8	416	63 10	43 6	127 8	87 0
367	56 4	38 5	112 8	76 10	417	64 0	43 7	128 0	87 2
368	56 6	38 6	113 0	77 0	418	64 1	43 9	128 2	87 6
369	56 8	38 7	113 4	77 2	419	64 3	43 10	128 6	87 8
370	56 9	38 9	113 6	77 6	420	64 5	43 11	128 10	87 10
371	56 11	38 10	113 10	77 8	421	64 7	44 0	129 2	88 0
372	57 1	38 11	114 2	77 10	422	64 9	44 2	129 6	88 4
373	57 3	39 0	114 6	78 0	423	64 11	44 3	129 10	88 6
374	57 5	39 2	114 10	78 4	424	65 0	44 4	130 0	88 8
375	57 7	39 3	115 2	78 6	425	65 2	44 5	130 4	88 10
376	57 8	39 4	115 4	78 8	426	65 4	44 7	130 8	89 2
377	57 10	39 5	115 8	78 10	427	65 6	44 8	131 0	89 4
378	58 0	39 7	116 0	79 2	428	65 8	44 9	131 4	89 6
379	58 2	39 8	116 4	79 4	429	65 10	44 10	131 8	89 8
380	58 4	39 9	116 8	79 6	430	65 11	45 0	131 10	90 0
381	58 6	39 10	117 0	79 8	431	66 1	45 1	132 2	90 2
382	58 7	40 0	117 2	80 0	432	66 3	45 2	132 6	90 4
383	58 9	40 1	117 6	80 2	433	66 5	45 3	132 10	90 6
384	58 11	40 2	117 10	80 4	434	66 7	45 5	133 2	90 10
385	59 1	40 3	118 2	80 6	435	66 9	45 6	133 6	91 0
386	59 3	40 5	118 6	80 10	436	66 10	45 7	133 8	91 2
387	59 5	40 6	118 10	81 0	437	67 0	45 8	134 0	91 4
388	59 6	40 7	119 0	81 2	438	67 2	45 10	134 4	91 8
389	59 8	40 8	119 4	81 4	439	67 4	45 11	134 8	91 10
390	59 10	40 10	119 8	81 8	440	67 6	46 0	135 0	92 0

SCHEDULE OF FARES—continued.						SCHEDULE OF FARES—continued.													
Ordinary Fare.			Return.			Ordinary Fare.			Return.										
Single.		No. of Miles.	Single.		No. of Miles.	Single.		No. of Miles.	Single.		No. of Miles.								
First.	Second.		First.	Second.		First.	Second.		First.	Second.									
441	s. d.	67	8	46	1	135	4	92	2	491	s. d.	75	3	51	4	150	6	102	8
442	67	9	9	46	3	135	6	92	6	492	75	5	51	5	150	10	102	10	
443	67	11	1	46	4	135	10	92	8	493	75	7	51	6	151	2	103	0	
444	68	1	1	46	5	136	2	92	10	494	75	9	51	8	151	6	103	4	
445	68	3	3	46	6	136	6	93	0	495	75	11	51	9	151	10	103	6	
446	68	5	5	46	8	136	10	93	4	496	76	0	51	10	152	0	103	8	
447	68	7	7	46	9	137	2	93	6	497	76	2	51	11	152	4	103	10	
448	68	8	8	46	10	137	4	93	8	498	76	4	52	1	152	8	104	2	
449	68	10	0	46	11	137	8	93	10	499	76	6	52	2	153	0	104	4	
450	69	0	0	47	1	138	0	94	2	500	76	8	52	3	153	4	104	6	
451	69	2	2	47	2	138	4	94	4	501	76	10	52	4	153	8	104	8	
452	69	4	4	47	3	138	8	94	6	502	76	11	52	6	153	10	105	0	
453	69	6	6	47	4	139	0	94	8	503	77	1	52	7	154	2	105	2	
454	69	7	7	47	4	139	2	95	0	504	77	3	52	8	154	6	105	4	
455	69	9	9	47	6	139	6	95	2	505	77	5	52	9	154	10	105	6	
456	69	11	11	47	8	139	10	95	4	506	77	7	52	11	155	2	105	10	
457	70	1	1	47	9	140	2	95	6	507	77	9	53	0	155	6	106	0	
458	70	3	3	47	11	140	6	95	10	508	77	10	53	1	155	8	106	2	
459	70	5	5	48	0	140	10	96	0	509	78	0	53	2	156	0	106	4	
460	70	6	6	48	1	141	0	96	2	510	78	2	53	4	156	4	106	8	
461	70	8	8	48	2	141	4	96	4	511	78	4	53	5	156	8	106	10	
462	70	10	0	48	4	141	8	96	8	512	78	6	53	6	157	0	107	0	
463	71	0	0	48	5	142	0	96	10	513	78	8	53	7	157	4	107	2	
464	71	2	2	48	6	142	4	97	0	514	78	9	53	9	157	8	107	4	
465	71	4	4	48	7	142	8	97	2	515	78	11	53	10	157	10	107	8	
466	71	5	5	48	9	142	10	97	4	516	79	1	53	11	158	2	107	10	
467	71	7	7	48	10	143	2	97	8	517	79	3	54	0	158	6	108	0	
468	71	9	9	48	11	143	6	97	10	518	79	5	54	2	158	10	108	4	
469	71	11	11	49	0	143	10	98	0	519	79	7	54	3	159	2	108	6	
470	72	1	1	49	1	144	2	98	4	520	79	8	54	4	159	4	108	8	
471	72	3	3	49	2	144	6	98	8	521	79	10	54	5	159	8	108	10	
472	72	4	4	49	3	144	8	98	10	522	80	0	54	7	160	0	109	2	
473	72	6	6	49	4	145	0	98	10	523	80	2	54	8	160	4	109	4	
474	72	8	8	49	5	145	4	99	2	524	80	4	54	9	160	8	109	6	
475	72	10	0	49	7	145	8	99	4	525	80	6	54	10	161	0	109	8	
476	73	0	0	49	8	146	0	99	6	526	80	8	55	0	161	4	109	10	
477	73	2	2	49	9	146	4	99	8	527	80	9	55	1	161	6	110	0	
478	73	3	3	49	10	146	8	99	10	528	80	11	55	2	161	10	110	2	
479	73	5	5	50	0	146	10	100	2	529	81	1	55	3	162	2	110	4	
480	73	7	7	50	1	147	2	100	4	530	81	3	55	4	162	6	110	6	
481	73	9	9	50	2	147	6	100	6	531	81	5	55	5	162	10	110	10	
482	73	11	11	50	3	147	10	100	10	532	81	7	55	6	163	0	111	0	
483	74	1	1	50	4	147	10	100	10	533	81	9	55	7	163	4	111	2	
484	74	2	2	50	5	148	2	101	0	534	81	11	55	8	163	8	111	4	
485	74	4	4	50	6	148	4	101	2	535	81	10	55	10	163	12	111	6	
486	74	6	6	50	8	148	8	101	4	536	82	0	55	11	164	0	111	10	
487	74	8	8	50	10	149	0	101	6	537	82	2	56	0	164	4	112	0	
488	74	10	0	51	0	149	4	101	10	538	82	4	56	1	164	8	112	2	
489	75	0	0	51	1	150	8	102	0	539	82	5	56	2	164	10	112	4	
490	75	1	1	51	3	150	10	102	2	540	82	7	56	3	165	2	112	6	
											82	9	56	4	165	4	112	8	
											82	9	56	5	165	6	112	10	

SCHEDULE OF FARES—continued.						SCHEDULE OF FARES—continued.					
No. of Miles.	Ordinary Fares.				No. of Miles.	Ordinary Fares.					
	Single.		Return.			Single.		Return.			
	First.	Second.	First.	Second.		First.	Second.	First.	Second.		
541	s. d.	s. d.	s. d.	s. d.	591	s. d.	s. d.	s. d.	s. d.		
	82 11	56 6	165 10	113 0		90 7	61 9	181 2	123 6		
542	83 1	56 8	166 2	113 4		90 8	61 10	181 4	123 8		
543	83 3	56 9	166 6	113 8		90 10	61 11	181 8	123 10		
544	83 4	56 10	166 8	113 8		91 0	62 1	182 0	124 2		
545	83 6	56 11	167 0	113 10		91 2	62 2	182 4	124 4		
546	83 8	57 1	167 4	114 2		91 4	62 3	182 8	124 6		
547	83 10	57 2	167 8	114 4		91 6	62 6	183 0	124 8		
548	84 0	57 3	168 0	114 6		91 7	62 6	183 2	125 0		
549	84 2	57 4	168 4	114 8		91 9	62 7	183 6	125 2		
550	84 3	57 6	168 6	115 0		91 11	62 8	183 10	125 4		
551	84 5	57 7	168 10	115 2		92 1	62 9	184 2	125 6		
552	84 7	57 8	169 2	115 4		92 2	62 11	184 6	125 10		
553	84 9	57 9	169 6	115 6		92 3	63 0	184 10	126 0		
554	84 11	57 11	169 10	115 10		92 5	63 1	185 0	126 2		
555	85 1	58 0	170 2	116 0		92 8	63 2	185 4	126 4		
556	85 2	58 1	170 4	116 2		92 10	63 3	185 8	126 6		
557	85 4	58 2	170 8	116 4		93 0	63 4	186 0	126 10		
558	85 6	58 4	171 0	116 8		93 2	63 5	186 4	127 0		
559	85 8	58 5	171 4	116 10		93 4	63 7	186 8	127 2		
560	85 10	58 6	171 8	117 0		93 5	63 9	186 10	127 6		
561	86 0	58 7	172 0	117 2		93 7	63 10	187 2	127 8		
562	86 1	58 9	172 2	117 6		93 9	63 11	187 6	127 10		
563	86 3	58 10	172 6	117 8		93 11	64 0	187 10	128 0		
564	86 5	58 11	172 10	117 10		94 1	64 2	188 2	128 4		
565	86 7	59 0	173 2	118 0		94 3	64 3	188 6	128 6		
566	86 9	59 2	173 6	118 4		94 4	64 4	188 8	128 8		
567	86 11	59 3	173 10	118 6		94 6	64 5	189 0	128 10		
568	87 0	59 4	174 0	118 8		94 8	64 7	189 4	129 2		
569	87 2	59 5	174 4	118 10		94 10	64 8	189 8	129 4		
570	87 4	59 7	174 8	119 2		95 0	64 9	190 0	129 6		
571	87 6	59 8	175 0	119 4		95 2	64 10	190 4	129 8		
572	87 8	59 9	175 4	119 6		95 3	65 0	190 6	130 0		
573	87 10	59 10	175 8	119 8		95 5	65 1	190 10	130 2		
574	87 11	60 0	175 10	120 0		95 7	65 2	191 2	130 4		
575	88 1	60 1	176 2	120 2		95 9	65 3	191 6	130 6		
576	88 3	60 2	176 6	120 4		95 11	65 5	191 10	130 10		
577	88 5	60 3	176 10	120 6		96 1	65 6	192 2	131 0		
578	88 7	60 5	177 2	120 10		96 2	65 7	192 4	131 2		
579	88 9	60 6	177 6	121 0		96 4	65 8	192 8	131 4		
580	88 10	60 7	177 8	121 2		96 6	65 10	193 0	131 8		
581	89 0	60 8	178 0	121 4		96 8	65 11	193 4	131 10		
582	89 2	60 10	178 4	121 8		96 10	66 0	193 8	132 0		
583	89 4	60 11	178 8	121 10		97 0	66 1	194 0	132 2		
584	89 6	61 0	179 0	122 0		97 1	66 3	194 2	132 6		
585	89 8	61 1	179 4	122 2		97 3	66 4	194 6	132 8		
586	89 9	61 3	179 6	122 6		97 5	66 5	194 10	132 10		
587	89 11	61 4	179 10	122 8		97 7	66 6	195 2	133 0		
588	90 1	61 5	180 2	122 10		97 9	66 8	195 6	133 4		
589	90 3	61 6	180 6	123 0		97 11	66 9	195 10	133 8		
590	90 5	61 8	180 10	123 4		98 0	66 10	196 0	133 8		

SCHEDULE OF FARES—continued.					SCHEDULE OF FARES—continued.												
No. of Miles.	Ordinary Fares.				No. of Miles.	Ordinary Fares.											
	Single.		Return.			Single.		Return.									
	First.	Second.	First.	Second.		First.	Second.	First.	Second.								
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.							
641	98	2	66	11	196	4	133	10	671	102	9	70	1	205	6	140	2
642	98	4	67	1	196	8	134	2	672	102	11	70	2	205	10	140	4
643	98	6	67	2	197	0	134	4	673	103	1	70	3	206	2	140	4
644	98	8	67	3	197	4	134	6	674	103	3	70	5	206	6	140	10
645	98	10	67	4	197	8	134	8	675	103	5	70	6	206	10	141	0
646	98	11	67	6	197	10	135	0	676	103	6	70	7	207	0	141	2
647	99	1	67	7	198	2	135	2	677	103	8	70	8	207	4	141	4
648	99	3	67	8	198	6	135	4	678	103	10	70	10	207	8	141	8
649	99	5	67	9	198	10	135	6	679	104	0	70	11	208	0	141	10
650	99	7	67	11	199	2	135	10	680	104	2	71	0	208	4	142	0
651	99	9	68	0	199	6	136	0	681	104	4	71	1	208	8	142	2
652	99	10	68	1	199	8	136	2	682	104	5	71	3	208	10	142	6
653	100	0	68	2	200	0	136	4	683	104	7	71	4	209	2	142	8
654	100	2	68	4	200	4	136	8	684	104	9	71	5	209	6	142	10
655	100	4	68	5	200	8	136	10	685	104	11	71	6	209	10	143	0
656	100	6	68	6	201	0	137	0	686	105	1	71	8	210	2	143	4
657	100	8	68	7	201	4	137	2	687	105	3	71	9	210	6	143	6
658	100	9	68	9	201	6	137	6	688	105	4	71	10	210	8	143	8
659	100	11	68	10	201	10	137	8	689	105	6	71	11	211	0	143	10
660	101	1	68	11	202	2	137	10	690	105	8	72	1	211	4	144	2
661	101	3	69	0	202	6	138	0	691	105	10	72	2	211	8	144	4
662	101	5	69	2	202	10	138	4	692	106	0	72	3	212	0	144	6
663	101	7	69	3	203	2	138	6	693	106	2	72	4	212	4	144	8
664	101	8	69	4	203	4	138	8	694	106	3	72	6	212	6	145	0
665	101	10	69	5	203	8	138	10	695	106	5	72	7	212	10	145	2
666	102	0	69	7	204	0	139	2	696	106	7	72	8	213	2	145	4
667	102	2	69	8	204	4	139	4	697	106	9	72	9	213	6	145	6
668	102	4	69	9	204	8	139	6	698	106	11	72	11	213	10	145	10
669	102	6	69	10	205	0	139	8	699	107	1	73	0	214	2	146	0
670	102	7	70	0	205	2	140	0	700	107	2	73	1	214	4	146	2

2. Except as may be specially provided, tickets at ordinary fares will be available as follows:—

- (a.) Single tickets for journeys not exceeding 20 miles for one day only, being the date shown on the ticket.
- (b.) Single tickets for journeys exceeding 20 miles, for one calendar month.
- (c.) Return tickets for journeys not exceeding 20 miles, for two days.
- (d.) Return tickets for journeys exceeding 20 miles, for three calendar months.
- (e.) In each case the period of availability shall begin with and include the date shown on the ticket. In the case of tickets available for two days, Sunday shall, unless the ticket shall be dated as for a Sunday, not be taken into account.
- (f.) The journey may be commenced at any time within the period of the availability of the ticket, and must be completed before the expiry of such period.

3. Except in cases where break of journey is necessitated by the train service, single or return tickets for distances of 10 miles and under will not be available for break of journey. Passengers holding single or return tickets for distances over 10 miles may break the journey at any station at which the train is timed to stop, after travelling 10 miles from the original starting-station.

4. Passengers holding ordinary, season (except annual season tickets, Regulation 13), commutation, or excursion tickets between stations where there are alternative routes will, if they pay fares for the shorter route, be allowed to travel by that route only; but if fares are paid for the longer route passengers may travel by either route. In the case of annual season tickets, the holders may travel only over the lines actually specified on the tickets in each case.

5. When tickets are issued in the train to passengers entering at any station where tickets are sold instead of being issued from the booking-office at such station, a booking fee of 6d. will be charged in addition to the ordinary fare. In the case of children under 12 years of age half the additional fee (3d.) only will be charged.

6. Passengers holding return tickets must, on the outward journey present them whole; if the outward and return portions shall have been separated both portions must be shown to the guard.

3. Reserved Seats.

- 1. Applications for the reservation of seats will be received as under:—
 - (a.) At the station from which the train commences its journey: Not later than one hour before the time-table time of departure of the train from the starting-station.
 - (b.) At any station other than that from which the train commences its journey: Not later than two hours and a half before the time-table time of departure of the train from the original starting-station.

2. Passengers travelling first or second class by mail or express trains running between Wellington (Thorndon) and Auckland, Auckland and Whangarei, (or Opua), Auckland and Rotorua, Wellington (Thorndon) and New Plymouth, Wellington (Thorndon) and Napier, Christchurch and Greymouth, Christchurch and Dunedin and Invercargill, and holding tickets for a journey of not less than 100 miles to be made by such trains, may, if they so desire, reserve seats for the journey on production of their tickets and payment of a charge of 9d. for each seat so reserved.

3. Passengers may in a like manner reserve seats for any of the following journeys:—

- (a.) By mail or express trains from Feilding to Wellington (Thorndon), or *vice versa*.
- (b.) By the Rotorua express train from Rotorua to Frankton Junction, being portion of a journey to a station on the Main Trunk line south of Frankton Junction, provided the whole journey from starting to destination station is not less than 100 miles.
- (c.) By the Napier-Wellington express train from Napier, Clive, or Hastings to Woodville, being portion of a journey to a station on the Wairarapa line, provided the whole journey from starting to destination station is not less than 100 miles.
- (d.) By the Christchurch-Culverden (or Waiaua) passenger-train from Christchurch to Culverden (or Waiaua), or *vice versa*.
- (e.) By the Dunedin-Cromwell passenger-train from Dunedin to Hindon or any other station beyond Hindon, or by the Cromwell-Dunedin passenger-train for any distance of not less than 100 miles.

4. Any passenger intending to join a train for a journey in respect of which seats may be reserved at a station other than Wellington (Thorndon), Auckland, Whangarei (or Opua), Rotorua, New Plymouth, Napier, Greymouth, Christchurch, Culverden (or Waiaua), Dunedin, Cromwell, or Invercargill, and who desires to reserve a seat, must apply for such reservation to a Stationmaster, and on presentation of his ticket for the journey and payment of a fee of 9d. for such reservation together with a telegraphing fee of 9d., application will be made for the reservation, but no guarantee will be given that a seat will then be available for reservation.

5. Not more than one seat will be reserved for each passenger.

6. Seats may be reserved at any officered station fourteen days in advance of the day on which the passenger desires to travel.

7. Reserved seat tickets are not transferable, and are not available for break of journey.

4. Sleeping-berths.

1. Applications for the reservation of sleeping-berths will be received as under:—

- (a.) At the station from which the train commences its journey: Not later than one hour before the time-table time of departure of the train from the starting-station.
- (b.) At any station other than that from which the train commences its journey: Not later than two hours and a half before the time-table time of departure of the train from the original starting-station.

2. Sleeping-berth tickets will be issued only to passengers by the Auckland-Wellington express trains who hold first-class tickets.

3. The charge per berth will be 12s. 6d. Except as provided hereunder, not more than one person will be allowed to occupy any one berth.

4. Charges for children occupying sleeping-berths will be as follows:—

(a.) No charge in addition to the full sleeping-berth fee paid by a parent or guardian in respect of himself or herself will be made for one child not exceeding 3 years of age who occupies the same berth as such parent or guardian.

(b.) Two children, neither of whom exceeds 12 years of age, who occupy one berth will together be charged the full ordinary rate for an adult occupying a berth—*i.e.*, equivalent to half ordinary rate will be charged for each child.

(c.) Children over 3 and under 12 years of age occupying the same berth as their parent or guardian will be charged half the ordinary rate for an adult occupying a berth, in addition to the full charge payable by the parent or guardian.

(d.) When one child occupies a berth exclusively full adult rate will be charged, irrespective of the age of the child.

(e.) Children over 12 years of age will be charged full adult rate in all cases, whether occupying a separate berth or not.

5. Passengers joining any of the trains to which sleeping-cars are attached, and who desire to reserve sleeping-berths at a station other than the original starting-station of the train, should make application to a Stationmaster not less than two hours and a half before the time-table time of departure of the train from Auckland or Wellington (as the case may be), and deposit the proper amount chargeable for the berths together (when demanded) with a fee of 9d. for telegraphing.

6. Passengers who have not reserved berths may obtain berthing on application to guard of train after train has left starting-station, provided there are berths available.

7. Subject as hereinbefore provided, sleeping-berths may be reserved at any officered station fourteen days in advance of the day on which the passenger desires to travel.

8. Sleeping-berth tickets are not transferable, and are not available for break of journey.

9. Sleeping-carriages will, as far as possible, be reserved for the use of passengers holding sleeping-berth tickets. The Department reserves to itself the right to require passengers holding sleeping-berth tickets to ride in the sleeping-carriages throughout the journey. The Department also reserves to itself the right to accommodate any passengers not holding sleeping-berth tickets in the sleeping-carriages until it is necessary to make up berths for the night, when passengers who have not been allotted sleeping-accommodation must remove to another part of the train.

10. The Department will as far as possible adhere to its original allotment of sleeping-berths, but reserves the right to change the allotment of sleeping-berths in order to distribute the available berths to the best advantage or for any other reason considered by the Department to be sufficient. The Department does not undertake to provide sleeping-accommodation.

11. Passengers who desire to cancel sleeping-berths previously paid for may be permitted to do so, and provided no loss is occasioned to the Department by such cancellation will be granted a refund of the sleeping-berth fee less the prescribed deduction.

5. Holiday Excursion Tickets.

1. After public notification in each case, return holiday excursion tickets at fares as per schedule following, may be issued on the railways under the control of the Department on such holidays and special occasions, and available for return for such period, as may be determined by the Department.

2. The journey must be commenced before the expiry of the period during which such tickets are issuable in each case, and must be completed on or before the date on which the ticket expires, and may be broken at any station where the train is timed to stop, being not less than 25 miles from the original starting-station, provided the specified time for which the ticket is available is not exceeded.

3. Holiday excursion tickets available for use on the outward journey within seven days prior to the date upon which the general issue of such tickets is available for travel may be issued to jockeys and trainers travelling in charge of racehorses *en route* to race meetings and to exhibitors and attendants in charge of exhibits *en route* to shows.

4. Tickets at the holiday excursion rates will be issued only at the option of the Department. Fares will be charged at the following rates.—

5. SCHEDULE OF HOLIDAY EXCURSION FARES.

Miles.	First.	Second.	Miles.	First.	Second.	Miles.	First.	Second.
15-20	s. d.	s. d.		s. d.	s. d.		s. d.	s. d.
21	5 0	3 5	86	19 2	12 11	152	33 9	22 6
22	5 4	3 8	87	19 5	13 0	153	34 0	22 8
23	5 6	3 9	88	19 9	13 3	154	34 2	22 9
24	5 8	3 11	89	20 0	13 5	155	34 4	23 0
25	5 10	4 0	90	20 2	13 6	156	34 8	23 3
26	6 0	4 2	91	20 5	13 8	157	34 11	23 5
27	6 3	4 3	92	20 6	13 9	158	35 0	23 6
28	6 5	4 4	93	20 9	13 11	159	35 3	23 8
29	6 9	4 5	94	20 11	14 0	160	35 6	23 9
30	6 11	4 6	95	21 2	14 2	161	35 9	23 11
31	7 2	4 9	96	21 6	14 4	162	36 0	24 0
32	7 5	4 11	97	21 9	14 6	163	36 3	24 2
33	7 8	5 2	98	22 11	14 8	164	36 5	24 3
34	7 9	5 3	99	22 2	14 11	165	36 8	24 5
35	7 9	5 5	100	22 3	15 0	166	36 9	24 8
36	8 2	5 8	101	22 6	15 2	167	37 0	24 9
37	8 6	5 9	102	22 8	15 3	168	37 3	25 0
38	8 8	5 11	103	23 3	15 5	169	37 8	25 2
39	8 11	6 0	104	23 6	15 6	170	37 9	25 3
40	9 2	6 2	105	23 8	15 8	171	38 0	25 5
41	9 5	6 3	106	23 11	15 9	172	38 1	25 6
42	9 6	6 5	107	24 0	15 11	173	38 5	25 8
43	9 9	6 6	108	24 3	16 2	174	38 8	25 9
44	9 9	6 9	109	24 5	16 3	175	38 9	25 11
45	10 3	6 9	110	24 6	16 6	176	39 0	26 0
46	10 5	6 11	111	24 9	16 8	177	39 5	26 3
47	10 8	7 2	112	25 0	16 9	178	39 6	26 5
48	10 11	7 5	113	25 3	16 11	179	39 9	26 6
49	11 2	7 7	114	25 5	17 0	180	39 11	26 9
50	11 3	7 8	115	25 8	17 2	181	40 1	26 11
51	11 8	7 9	116	25 9	17 3	182	40 4	27 0
52	11 9	7 11	117	26 0	17 5	183	40 6	27 2
53	12 0	8 0	118	26 3	17 6	184	40 11	27 3
54	12 2	8 2	119	26 6	17 8	185	41 1	27 5
55	12 5	8 5	120	26 9	17 11	186	41 3	27 6
56	12 8	8 6	121	27 0	18 2	187	41 6	27 8
57	12 11	8 8	122	27 2	18 3	188	41 8	27 11
58	13 0	8 9	123	27 5	18 5	189	41 11	28 0
59	13 5	8 11	124	27 6	18 6	190	42 0	28 2
60	13 6	9 2	125	27 11	18 8	191	42 3	28 3
61	13 9	9 3	126	28 0	18 9	192	42 8	28 6
62	13 11	9 5	127	28 3	18 11	193	42 11	28 8
63	14 2	9 6	128	28 6	19 0	194	43 0	28 9
64	14 5	9 9	129	28 9	19 2	195	43 3	28 11
65	14 8	9 9	130	28 11	19 3	196	43 5	29 0
66	14 11	10 0	131	29 2	19 5	197	43 8	29 2
67	15 2	10 2	132	29 3	19 9	198	43 9	29 3
68	15 3	10 3	133	29 8	19 11	199	44 2	29 6
69	15 6	10 5	134	29 9	20 0	200	44 4	29 8
70	15 8	10 6	135	30 0	20 2	201	44 8	29 9
71	15 11	10 8	136	30 3	20 3	202	44 9	29 11
72	16 2	10 11	137	30 6	20 5	203	45 0	30 0
73	16 6	11 0	138	30 8	20 6	204	45 2	30 3
74	16 8	11 2	139	30 11	20 9	205	45 5	30 5
75	16 11	11 3	140	31 2	20 9	206	45 6	30 6
76	17 0	11 5	141	31 6	21 0	207	45 11	30 8
77	17 3	11 8	142	31 9	21 2	208	46 2	30 11
78	17 5	11 9	143	32 0	21 6	209	46 5	31 2
79	17 8	11 11	144	32 3	21 8	210	46 6	31 5
80	17 11	12 0	145	32 5	21 9	211	46 9	31 8
81	18 3	12 2	146	32 8	21 11	212	47 1	31 11
82	18 5	12 3	147	32 9	22 0	213	47 2	31 6
83	18 8	12 5	148	33 11	22 2	214	47 5	31 9
84	18 9	12 8	149	33 3	22 3	215	47 7	32 0
85	19 0	12 9	150	33 6	22 5	216	47 11	32 2
			151	33 3	22 6	217	48 2	

SCHEDULE OF HOLIDAY EXCURSION FARES—continued.

Miles.	First.	Second.	Miles.	First.	Second.	Miles.	First.	Second.
218	s. 48	d. 3	285	s. 63	d. 0	352	s. 77	d. 9
219	48	6	286	63	2	353	78	0
220	48	8	287	63	5	354	78	3
221	49	0	288	63	9	355	78	6
222	49	2	289	64	0	356	78	8
223	49	5	290	64	2	357	78	11
224	49	8	291	64	5	358	79	0
225	49	11	292	64	8	359	79	3
226	50	0	293	64	9	360	79	6
227	50	3	294	64	11	361	79	11
228	50	5	295	65	3	362	80	0
229	50	8	296	65	6	363	80	3
230	50	11	297	65	9	364	80	5
231	51	2	298	65	11	365	80	8
232	51	5	299	66	2	366	80	11
233	51	8	300	66	5	367	81	0
234	51	9	301	66	6	368	81	3
235	52	0	302	66	8	369	81	8
236	52	3	303	67	0	370	81	9
237	52	6	304	67	3	371	82	0
238	52	8	305	67	6	372	82	2
239	52	11	306	67	8	373	82	5
240	53	2	307	67	11	374	82	6
241	53	5	308	68	0	375	82	9
242	53	8	309	68	3	376	83	2
243	53	11	310	68	6	377	83	5
244	54	0	311	68	9	378	83	8
245	54	3	312	69	0	379	83	9
246	54	5	313	69	3	380	83	11
247	54	8	314	69	5	381	84	2
248	54	11	315	69	8	382	84	5
249	55	2	316	69	9	383	84	6
250	55	5	317	70	2	384	84	11
251	55	8	318	70	3	385	85	2
252	55	11	319	70	6	386	85	5
253	55	0	320	70	9	387	85	8
254	55	3	321	71	0	388	85	11
255	55	6	322	71	2	389	85	11
256	55	9	323	71	5	390	86	0
257	56	11	324	71	8	391	86	5
258	57	2	325	71	11	392	86	8
259	57	5	326	72	0	393	86	11
260	57	8	327	72	3	394	87	2
261	57	11	328	72	6	395	87	5
262	57	11	329	72	9	396	87	8
263	58	2	330	72	11	397	87	8
264	58	5	331	73	2	398	87	9
265	58	8	332	73	5	399	88	2
266	58	11	333	73	8	400	88	5
267	59	2	334	73	9	401	88	8
268	59	5	335	74	0	402	88	11
269	59	8	336	74	3	403	89	0
270	59	11	337	74	6	404	89	3
271	59	11	338	74	8	405	89	5
272	60	2	339	75	0	406	89	8
273	60	5	340	75	2	407	89	11
274	60	8	341	75	5	408	90	2
275	60	11	342	75	6	409	90	5
276	61	0	343	75	9	410	90	8
277	61	3	344	76	0	411	90	11
278	61	5	345	76	3	412	90	11
279	61	8	346	76	6	413	91	3
280	62	0	347	76	9	414	91	5
281	62	3	348	76	11	415	91	8
282	62	5	349	77	2	416	91	11
283	62	8	350	77	5	417	92	2
284	62	9	351	77	6	418	92	3

SCHEDULE OF HOLIDAY EXCURSION FARES—continued.

Miles.	First.	Second.	Miles.	First.	Second.	Miles.	First.	Second.
419	s. d. 92 6	s. d. 61 8	447	s. d. 98 8	s. d. 65 11	475	s. d. 104 11	s. d. 69 11
420	92 8	62 0	448	98 11	66 0	476	105 0	70 2
421	93 0	62 2	449	99 2	66 2	477	105 3	70 3
422	93 2	62 3	450	99 5	66 3	478	105 5	70 5
423	93 5	62 5	451	99 8	66 5	479	105 8	70 6
424	93 8	62 6	452	99 9	66 6	480	106 0	70 9
425	93 11	62 8	453	100 0	66 8	481	106 3	70 11
426	94 0	62 9	454	100 2	66 11	482	106 5	71 0
427	94 3	62 11	455	100 5	67 0	483	106 8	71 2
428	94 6	63 0	456	100 8	67 3	484	106 9	71 3
429	94 9	63 2	457	101 0	67 5	485	107 0	71 5
430	94 11	63 3	458	101 2	67 6	486	107 2	71 6
431	95 2	63 5	459	101 5	67 8	487	107 5	71 9
432	95 5	63 8	460	101 6	67 9	488	107 9	71 11
433	95 8	63 11	461	101 9	67 11	489	108 0	72 0
434	95 9	64 0	462	101 11	68 2	490	108 2	72 2
435	96 2	64 2	463	102 2	68 2	491	108 5	72 3
436	96 3	64 3	464	102 5	68 3	492	108 6	72 6
437	96 6	64 5	465	102 9	68 6	493	108 9	72 8
438	96 8	64 6	466	102 11	68 8	494	108 11	72 9
439	96 11	64 8	467	103 2	68 9	495	109 3	72 11
440	97 2	64 9	468	103 3	69 0	496	109 6	73 0
441	97 5	64 11	469	103 6	69 2	497	109 9	73 2
442	97 6	65 0	470	103 8	69 3	498	109 11	73 5
443	97 11	65 3	471	103 11	69 5	499	110 2	73 8
444	98 0	65 6	472	104 3	69 8	500	110 3	73 6
445	98 3	65 8	473	104 6	69 9			
446	98 5	65 9	474	104 8	69 9			

For every mile over 500 miles, 2½d. per mile first class, 1½d. per mile second class.

6. Special Excursion Tickets.

1. Special excursion return tickets for distances of not less than 8 miles and not more than 200 miles will be issued between such stations and on such days and for such trains as may from time to time be decided upon by the Department. These tickets will be available for such period as may be specified in each case, and will not be available for break of journey.

2. Fares will be charged at the following rates:—

Miles.	First.	Second.	Miles.	First.	Second.	Miles.	First.	Second.
8-12	s. d. 2 11	s. d. 1 11	21	s. d. 4 8	s. d. 3 1	30	s. d. 6 2	s. d. 4 1
13	3 1	2 0	22	4 10	3 2	31	6 4	4 3
14	3 3	2 2	23	5 0	3 3	32	6 6	4 5
15	3 6	2 3	24	5 2	3 4	33	6 8	4 6
16	3 9	2 5	25	5 4	3 6	34	6 10	4 8
17	3 11	2 6	26	5 6	3 7	35	7 0	4 9
18	4 2	2 8	27	5 8	3 9	36	7 2	4 11
19	4 4	2 10	28	5 10	3 10	37	7 5	5 0
20	4 6	3 0	29	6 0	3 11	38	7 7	5 2

Miles.	First.	Second.	Miles.	First.	Second.	Miles.	First.	Second.
39	s. d. 7 9	e. d. 5 5	93	s. d. 18 1	s. d. 12 4	147	s. d. 28 5	s. d. 19 4
40	7 11	5 7	94	18 5	12 5	148	28 7	19 6
41	8 2	5 7	95	18 7	12 7	149	28 9	19 7
42	8 4	5 8	96	18 8	12 9	150	29 0	19 9
43	8 6	5 10	97	18 10	12 10	151	29 2	19 10
44	8 9	5 11	98	19 0	13 0	152	29 4	20 0
45	8 11	5 11	99	19 3	13 1	153	29 6	20 2
46	9 1	6 2	100	19 5	13 3	154	29 9	20 3
47	9 3	6 4	101	19 7	13 4	155	29 11	20 5
48	9 6	6 6	102	19 10	13 6	156	30 1	20 6
49	9 8	6 7	103	20 0	13 7	157	30 4	20 8
50	9 10	6 8	104	20 2	13 9	158	30 6	20 9
51	10 1	6 10	105	20 4	13 11	159	30 8	20 11
52	10 3	6 10	106	20 7	14 0	160	30 10	21 1
53	10 5	7 1	107	20 9	14 2	161	31 1	21 2
54	10 8	7 3	108	21 2	14 5	162	31 3	21 4
55	10 10	7 7	109	21 4	14 6	163	31 5	21 5
56	11 0	7 8	110	21 6	14 8	164	31 8	21 7
57	11 2	7 9	111	21 8	14 10	165	31 10	21 8
58	11 5	7 9	112	21 11	14 11	166	32 0	21 10
59	11 7	7 11	113	22 1	15 1	167	32 2	21 11
60	11 9	8 0	114	22 2	15 2	168	32 5	22 1
61	12 0	8 2	115	22 3	15 4	169	32 7	22 2
62	12 2	8 3	116	22 6	15 5	170	32 9	22 4
63	12 4	8 3	117	22 8	15 5	171	33 0	22 6
64	12 6	8 5	118	22 10	15 7	172	33 3	22 7
65	12 9	8 8	119	23 0	15 8	173	33 4	22 9
66	12 11	8 10	120	23 3	15 10	174	33 7	22 10
67	13 1	8 11	121	23 5	16 0	175	33 9	23 0
68	13 4	8 11	122	23 7	16 1	176	33 11	23 2
69	13 6	9 2	123	23 10	16 3	177	34 1	23 3
70	13 8	9 4	124	24 0	16 4	178	34 4	23 5
71	13 10	9 5	125	24 2	16 6	179	34 6	23 6
72	14 1	9 7	126	24 5	16 7	180	34 8	23 8
73	14 3	9 9	127	24 7	16 9	181	34 11	23 9
74	14 5	9 10	128	24 9	16 11	182	35 1	23 11
75	14 8	10 0	129	24 11	17 0	183	35 3	24 0
76	14 10	10 1	130	25 2	17 2	184	35 5	24 2
77	15 0	10 3	131	25 4	17 3	185	35 8	24 4
78	15 3	10 4	132	25 6	17 5	186	35 10	24 5
79	15 5	10 6	133	25 9	17 6	187	36 0	24 7
80	15 7	10 8	134	25 11	17 8	188	36 3	24 8
81	15 9	10 9	135	26 1	17 9	189	36 5	24 10
82	16 0	10 11	136	26 3	17 11	190	36 7	24 11
83	16 2	11 0	137	26 6	18 1	191	36 9	25 1
84	16 4	11 2	138	26 8	18 2	192	37 0	25 3
85	16 7	11 3	139	26 10	18 4	193	37 2	25 4
86	16 9	11 5	140	27 1	18 5	194	37 4	25 6
87	16 11	11 6	141	27 3	18 7	195	37 7	25 7
88	17 1	11 8	142	27 5	18 8	196	37 9	25 9
89	17 4	11 10	143	27 7	18 10	197	37 11	25 10
90	17 6	11 11	144	27 10	19 0	198	38 2	26 0
91	17 8	12 1	145	28 0	19 1	199	38 4	26 1
92	17 11	12 2	146	28 2	19 3	200	38 6	26 3

7. Day Excursion Tickets.

1. Day excursion return tickets for distances of not less than 12 miles and not more than 120 miles will be issued between such stations and on such days and for such trains as may be decided upon by the Department in each case. These tickets will be available for the day of issue only, and will not be available for break of journey.

2. Fares will be charged at the following rates :—

Miles.	First.	Second.	Miles.	First.	Second.	Miles.	First.	Second.
	s. d.	s. d.		s. d.	s. d.		s. d.	s. d.
12	2 3	1 6	49	8 0	5 6	85	13 6	9 0
13	2 3	1 6	50	8 0	5 6	86	13 6	9 3
14	2 6	1 6	51	8 6	5 9	87	13 6	9 3
15	2 6	1 9	52	8 6	5 9	88	14 0	9 6
16	2 9	1 9	53	8 6	5 9	89	14 0	9 6
17	2 9	1 9	54	8 6	6 0	90	14 0	9 6
18	3 0	2 0	55	9 0	6 0	91	14 6	9 9
19	3 0	2 0	56	9 0	6 3	92	14 6	9 9
20	3 6	2 3	57	9 0	6 3	93	14 6	9 9
21	3 6	2 3	58	9 6	6 3	94	14 6	10 0
22	4 0	2 6	59	9 6	6 6	95	15 0	10 0
23	4 0	2 6	60	9 6	6 6	96	15 0	10 3
24	4 0	2 9	61	10 0	6 9	97	15 0	10 3
25	4 6	2 9	62	10 0	7 0	98	15 6	10 3
26	4 6	3 0	63	10 0	7 0	99	15 6	10 6
27	4 6	3 0	64	10 6	7 0	100	15 6	10 6
28	5 0	3 3	65	10 6	7 0	101	16 0	10 9
29	5 0	3 6	66	10 6	7 3	102	16 0	10 9
30	5 0	3 6	67	10 6	7 3	103	16 0	11 0
31	5 6	3 6	68	11 0	7 6	104	16 6	11 0
32	5 6	3 9	69	11 0	7 6	105	16 6	11 0
33	5 6	3 9	70	11 0	7 6	106	16 6	11 3
34	5 6	4 0	71	11 0	7 6	107	16 6	11 3
35	6 0	4 0	72	11 6	7 9	108	17 0	11 6
36	6 0	4 3	73	11 6	7 9	109	17 0	11 6
37	6 0	4 3	74	11 6	8 0	110	17 0	11 9
38	6 3	4 3	75	12 0	8 0	111	17 6	11 9
39	6 6	4 6	76	12 0	8 3	112	17 6	11 9
40	6 6	4 6	77	12 0	8 3	113	17 6	12 0
41	7 0	4 6	78	12 6	8 6	114	17 6	12 0
42	7 0	4 9	79	12 6	8 6	115	18 0	12 0
43	7 0	4 9	80	12 6	8 6	116	18 0	12 3
44	7 0	5 0	81	13 0	8 9	117	18 0	12 3
45	7 0	5 0	82	13 0	8 9	118	18 0	12 3
46	7 6	5 0	83	13 0	8 9	119	18 6	12 6
47	7 6	5 3	84	13 0	9 0	120	18 6	12 6
48	8 0	5 3						

8. Family Ordinary and Excursion Tickets.

1. Second-class family return tickets at three times the ordinary adult return fare (or holiday excursion fare when holiday excursion tickets are issuable) may be issued to parents and their children travelling together for distances of not less than 20 miles. The children must be under 16 years of age, and be accompanied by at least one of their parents. The number of children in any family who may travel on one ticket is unlimited. The names of the parents or parent and children must be declared at the time of booking, and only the persons whose names are so declared may travel on the ticket.

2. Family tickets at ordinary fares will be available for the same period as ordinary return tickets for the same distance, and family tickets at holiday excursion fares will be available for the period specified for the holiday excursion tickets issuable at the same time and between the same stations in each case.

3. Family tickets must be obtained not less than fifteen minutes before the due time of departure of the train by which they are to be used.

9. Trip Bearer Tickets.

1. Trip bearer tickets, first or second class, will be issued at the following rates :—

Twelve-trip tickets at the charge for six return fares (ordinary or suburban as the case may be) less 12½ per cent.

Fifty-trip tickets at the charge for twenty-five return fares (ordinary or suburban, as the case may be) less 20 per cent.

2. Trip bearer tickets will be unrestricted as to the period of availability, and will be transferable.

3. One or two children over three but not exceeding twelve years of age travelling on these tickets will count as one adult; three or four such children will count as two adults, and so on, each additional one or two children counting as one adult. The age limit will be the same in each case.

4. Trip bearer tickets are not available for break of journey.

10. School Boarders.

Tickets, available for return for two months from date of issue, will be issued at stations in the vicinity of the school in each case, at three-fourths of the ordinary return fare, to school boarders who are attending school for the purpose of receiving *bona fide* educational instruction, and who are solely engaged in their studies, and not following any occupation or employment, or in receipt of any salary or emolument therefrom, returning home for holidays within seven days after the end of recognized school terms only. Applicant must hand to the

Stationmaster a certificate in the following form, signed by the master or mistress of the school:—

To the Stationmaster at _____
 I hereby certify that _____ is a *bona fide* school boarder attending my school solely for the purpose of receiving educational instruction; that _____ is not following any employment, or in receipt of salary or emolument from any occupation; that _____ present age is _____ years _____ months, and that _____ is going home from school on the _____ day of _____, 19____, for _____ holidays; and I request that you will issue a _____-class return ticket accordingly, from _____ Station to _____ Station.
 (Signed)
 Headmaster [or Mistress], _____ School.

11. Season Tickets.

1. Season tickets are issued and must be used subject to, and in conformity with, the by-laws, rules, regulations, and arrangements from time to time in force on every railway or steamboat over or on which the said tickets are available, including alterations in the number and times fixed for the starting or arrival of trains or steamboats. The Department is not to be liable under any circumstances for any consequences arising from such alterations, or for want of accommodation in any train or steamboat, or for any detention or delay in the starting or arrival of trains or steamboats.

2. The Department is not under any circumstances whatsoever to be held liable for the discontinuance, whether permanent or otherwise, of the running of any trains or steamboats, or for any consequences arising from such discontinuance.

3. Season tickets are available only at and between the stations named thereon, including (unless otherwise stated) intermediate stations.

4. A season ticket is, unless otherwise provided, not transferable, and if irregularly transferred will, without prejudice to any other penalty for such transference, be forfeited.

5. A season ticket is issued on the express condition that it is not available for any journey unless it is produced and delivered up on demand to any officer or servant of the Department; and if such ticket is not so produced and/or delivered up the holder thereof shall be deemed not to have paid the fare for that particular journey, and such fare shall be recoverable by the Department from such holder.

6. Any holder of a season ticket travelling in a class of carriage superior to that for which the ticket was issued must pay the difference between the ordinary single fares for the respective classes.

7. Expired season tickets must be delivered up to the Department, and for this purpose may be handed to any stationmaster, guard, or ticket-collector.

8. The Department will not bind itself to carry the holder of any season ticket in any particular train or class of carriage; and if the holder travels by any train not provided with the class of accommodation covered by the ticket the difference in fare will not be refunded.

9. The Department may decline to issue or renew a season ticket.

10. A season ticket is liable to forfeiture if there be a breach of any regulation or condition governing its use or subject to which it is issued.

11. The Department is under no obligation to make a refund on any season ticket not used for the full term thereof, and in no case will any refund or extension be allowed for any period for which such ticket may be temporarily out of use.

12. The acceptance of a season ticket will be held to constitute an acceptance of the regulations and conditions set out above and of all other regulations and conditions governing its use or subject to which it is issued.

13. Application for season tickets (and commutation tickets when such are not stocked at the station concerned) must be made on a form obtainable at any railway ticket-office, and must (unless the season ticket required is kept in stock at the station at which it is to be issued) be lodged with the Manager or Stationmaster at least three clear days before the ticket is required in each case.

14. Except as otherwise provided, the currency of all season tickets will commence on the first day and expire on the last day of a calendar month only.

15. Torn or defaced season tickets will not be recognized for travel. A charge of 1s. 6d. will be made for replacing each such ticket.

12. Ordinary Season Tickets.

1. Fares for ordinary season tickets will be charged as follows:—

Miles.	FIRST CLASS.				Miles.	SECOND CLASS.			
	12 Months.	6 Months.	3 Months.	1 Month.		12 Months.	6 Months.	3 Months.	1 Month.
	s. d.	s. d.	s. d.	s. d.		s. d.	s. d.	s. d.	s. d.
2	71 11	40 8	23 5	9 5	2	53 2	26 11	15 8	6 3
3	106 3	56 3	34 5	13 9	3	81 3	41 11	26 3	9 5
4	143 9	78 2	45 0	17 6	4	109 5	56 3	34 5	11 11
5	168 9	96 11	53 2	21 3	5	134 5	71 11	40 8	15 8
6	193 9	109 5	62 6	23 9	6	153 2	81 3	45 8	18 2
7	218 9	121 11	68 9	25 0	7	171 11	87 6	50 0	19 5
8	243 9	134 5	75 0	28 9	8	187 6	100 0	55 0	21 3
9	256 3	137 6	78 2	31 3	9	200 0	109 5	60 0	23 2
10	268 9	146 11	81 3	33 9	10	209 5	112 6	62 6	24 5
11	278 2	153 2	84 5	36 3	11	218 9	116 3	65 0	25 0
12	287 6	156 3	87 6	37 6	12	228 2	120 0	66 11	26 3
13	300 0	162 6	90 8	38 9	13	234 5	123 9	68 9	27 6
14	312 6	168 9	93 9	40 0	14	243 9	127 6	70 8	28 9
15	325 0	175 0	96 11	41 3	15	246 11	130 8	72 6	30 0
16	337 6	181 3	100 0	42 6	16	250 0	133 9	74 5	30 8
17	346 11	185 11	103 2	43 9	17	253 2	137 6	76 3	31 3
18	356 3	190 8	106 3	45 0	18	256 3	140 8	78 2	31 11
19	365 8	196 11	109 5	46 13	19	259 5	143 9	80 0	32 6
20	375 0	203 2	112 6	47 6	20	262 6	146 11	81 11	33 2

FOR EVERY MILE ABOVE 20 MILES.

FIRST CLASS.				SECOND CLASS.			
12 M'ths.	6 Months.	3 Months.	1 Month.	12 Months.	6 Months.	3 Months.	1 Month.
s. d. 7 2½	s. d. 3 5½	s. d. 1 10½	s. d. 0 7½	s. d. 4 0½	s. d. 2 2½	s. d. 1 3	s. d. 0 5

13. Annual Season Tickets.

1. Annual season tickets, available for use for one year in each case, will be issued at the following rates, viz. :—

	Transferable.	Not Transferable.
Available on lines under the control of the Department in both Islands	£ s. d. 100 0 0	£ s. d. 90 0 0
SECTIONAL TICKETS.		
For distances not exceeding 150 miles	35 0 0	28 10 0
151 miles to 250 miles inclusive, 1s. 10½d. per mile added to the charge for 150 miles.		
251 miles to 350 miles inclusive, 1s. 3d. per mile added to the charge for 250 miles.		
351 miles to 700 miles inclusive, 7½d. per mile added to the charge for 350 miles.		
Over 700 miles, 3½d. per mile added to the charge for 700 miles.		
Maximum charge for either Island	70 0 0	63 0 0

2. Transferable tickets will be transferred for business purposes once in any month during their currency from the holder to a member or employee of the same person, firm, or company on payment of a transfer fee of 12s. 6d. on the occasion of each transfer. Application for transfer must be made to the District Manager. The ticket to be transferred, together with the transfer fee, 12s. 6d., must be deposited when application for transfer is made.

3. Sectional tickets may be issued covering sections of railway in both Islands, and in all such cases the charge for the actual mileage in each Island will be computed separately.

4. A charge of £1 5s. will be made for each ticket issued in lieu of an annual season ticket lost.

5. Where sectional tickets are made available for travel by the Lake Wakatipu steamer service they will be charged as for 25 miles additional to the railway mileage.

6. Annual all-lines season tickets available over both Islands or South Island will be available for travel by the Lake Wakatipu steamer service.

14. Family Season Tickets.

1. Family season tickets will be issued to families at two-thirds of the rate of ordinary season tickets for each person. Family tickets for less than four persons will be charged as for four adult persons at the family rate. All such tickets must be for the same currency and available between the same stations.

2. "Family" means and includes parents and their children living together in one household.

15. Lost Season Tickets.

1. Should a season ticket be lost, immediate notice must be given to the Department. The holder of the original ticket shall not be entitled to a duplicate ticket, but a duplicate ticket may, at the discretion of the Department, be issued on payment of 10 per cent. of the value of the unexpired period for which the ticket is available. Minimum charge, 2s. 6d.; maximum, £1 5s. This does not apply to tickets issued under Regulation 13 or 17.

2. For the purpose of this regulation the value of the unexpired period for which a season ticket is available shall be a sum bearing the same proportion to the original cost of such ticket as the number of days for which such ticket would still have been available bears to the number of days included in the whole period of the availability of such ticket.

16. Weekly Twelve-trip Tickets.

1. Weekly twelve-trip tickets are issued for distances not exceeding 27 miles. They are available for use by the purchaser when travelling second class between the stations specified thereon.

2. They will be available for one week, including date of issue, and are not available for break of journey or for use on Sundays. No reduction in charge will be made for children. Holders of weekly twelve-trip tickets will be charged the full first-class fare when found travelling in first-class carriages.

3. The tickets are not transferable, and will be charged as follows :—

Miles.	Second Class.	Miles.	Second Class.	Miles.	Second Class.
	s. d.		s. d.		s. d.
2	1 9	11	6 6	20	11 0
3	2 3	12	7 0	21	11 6
4	2 9	13	7 6	22	12 0
5	3 3	14	8 0	23	12 6
6	3 9	15	8 6	24	13 0
7	4 3	16	9 0	25	13 6
8	4 9	17	9 6	26	14 0
9	5 6	18	10 0	27	14 6
10	6 0	19	10 6		

17. Newspaper Reporters' Tickets.

1. Tickets may, at the option of the Department, be issued for journeys of not less than 25 miles to newspaper reporters exclusively engaged on Press work and engaged (either permanently or for the special occasion) on the staff of any newspaper published in New Zealand approved by and registered with the Department for the purposes of this regulation, at the rates and subject to the conditions specified below, namely:—

Single tickets—At two-thirds of the ordinary fares.

Season tickets—At two-thirds of the ordinary or annual season ticket rates.

2. Newspaper reporters' tickets will be available for use only when the holder is travelling expressly for the purpose of reporting for his own newspaper on a matter of general public interest. The decision of the Department as to whether any matter is of general public interest shall be final.

3. Application for newspaper reporters' ordinary and season tickets must be accompanied by a certificate in the form set forth hereunder, signed by the editor or proprietor or other person duly authorized in that behalf.

4. For journeys other than those made on season tickets single tickets only will be issued. On the outward journey tickets will be issued to enable the reporter to arrive at his destination not more than three days before the event in connection with which the journey is being made. Tickets for the homeward journey must be taken out within one month from the date of the event in connection with which the outward journey was made.

5. Reporters' tickets will be available for the same period as ordinary single tickets.

6. Not more than one reporter of the same newspaper will be allowed to travel at this concession fare to any one meeting or event, except when otherwise especially authorized.

7. Any reporter's ticket that is improperly used may, without prejudice to any other penalty attaching to such improper use, be absolutely forfeited at the option of the Department.

8. A charge of £1 5s. will be made for each newspaper reporter's annual season ticket issued in lieu of a ticket lost.

9. Every reporter travelling on a reporter's season ticket shall when requested by any officer of the Department so to do certify as follows:—

(a.) I hereby certify that I am a reporter exclusively engaged on Press work and that I am travelling from _____ to _____ for the purpose of reporting [after having reported]† to the* newspaper upon‡ _____, which will take [took]‡ place at § _____ on|| _____.

Date: _____ (Signature of reporter.)

* Insert name of newspaper. † Strike out words not required. ‡ Insert particulars of event. § Insert name of place. || Insert date.

REQUISITION FOR REPORTER'S TICKET (OTHER THAN A SEASON TICKET)

(b.) To Stationmaster,

Please issue a reporter's _____-class ticket from _____ to _____ to Mr. _____, who is travelling for the purpose of reporting [after reporting]* to this newspaper upon‡ _____, and I certify that the above-named person is exclusively engaged on Press work and is on the staff of the _____ newspaper (has been specially engaged to report to the _____ newspaper on the above-named event).*

Date: _____ (Signature of Proprietor, Editor, or other duly authorized person.)

* Strike out words not required. † Insert name of show, race meeting, or other event to be reported.

I hereby certify that I am the reporter referred to above, that I am engaged on Press work, and that the ticket herein required to be issued to me will be used only for the purpose of travelling to report to the said newspaper as above set forth.

Date: _____ (Signature of reporter.)

REQUISITION FOR REPORTER'S SEASON TICKET.

(c.) To Stationmaster,

Please issue a reporter's _____-class season ticket, available between _____ and _____ I hereby certify that such ticket will be used only by a reporter engaged on Press work when travelling for the purpose of reporting to the newspaper as provided in the Railway Regulations regarding such tickets.

Date: _____ (Signature of Proprietor, Editor, or other duly authorized person.)

10. Newspaper-proprietors must furnish the Department with a list giving names and signatures of the persons on the staff of their respective papers who are authorized to sign certificates (b) or (c) of paragraph 9 of this regulation. Certificates signed by persons other than those so notified to the Department will not be recognized. The Department reserves the right to decline any application.

11. "Newspaper," for the purposes of this regulation, means a news-sheet in which the principal matter published is news of general public interest and of which the primary purpose is the publication of such news. The Department reserves to itself the right to decide whether any publication is a newspaper within the meaning of this regulation.

18. News Agents' Season Tickets.

1. Season tickets at half the rates of ordinary or annual season tickets will be issued to news agents upon the production of a certificate from the proprietor or manager of a newspaper certifying that the ticket is to be used only for the purpose of selling newspapers or reading-matter on the trains by a *bona fide*

news agent wholly engaged on the staff of such newspaper and not following any other profession or occupation.

2. The maximum weight of books, periodicals, and newspapers which news agents are allowed to carry free of charge is 56 lb. News agents are not allowed to sell newspapers, periodicals, or books on the station platforms, or in trains whilst standing at bookstall stations.

3. The Department reserves the right to decline any application for a news agent's ticket.

4. News agents shall conduct their business in an orderly and courteous manner, and shall not keep or expose for sale or have in any portion of a railway-train or elsewhere on the railway any newspapers, pictures, prints, literature, or publications whatever of an immoral, indecent, lewd, vicious, obscene, or doubtful character or nature. Should any question arise as to the nature of any newspaper, picture, print, literature, or publication, the matter shall be submitted to the Board of Management, New Zealand Railways, Wellington, whose decision shall be final and binding on the news agent. News agents shall not offer for sale any newspaper, picture, print, literature, or publication that the Board of Management forbids.

5. In the event of any breach of the regulations or the by-laws the Department may withdraw the right of any news agent to sell newspapers and other literature on any train, and may order the forfeiture of such news agent's railway-ticket.

19. Apprentices, Pupil-teachers, Articled Clerks, and Young Persons in Employment.

1. Season tickets at half the rate for ordinary season tickets will be issued to persons in employment whose age does not exceed twenty-one years upon production of certificates in the following form:—

I hereby certify that* is a *bona fide*† in my employ.

Date: (Signature of employer.)

* Insert name of applicant. † Insert "apprentice," "pupil-teacher," or as the case may be.

I hereby certify that I am the person referred to in the certificate above set forth, that I reside at* , and that my present age is† years months. I hereby request that a‡ season ticket at half-rates, available between§ and§ , be issued to me in pursuance of the provision in that behalf contained in the railway scale of fares, &c.

Date: (Signature of applicant.)

* Insert place of residence. † Insert age of applicant. ‡ Insert "monthly," "quarterly," &c., as the case may be. § Insert station name.

2. These tickets will be issued only to enable the holder to travel between the station in the neighbourhood of which he resides and the place of his employment, and they will not be available for use on Sundays.

20. School Season Tickets.

1. Season tickets, available for three months from date of commencement of their availability for travel, will be issued to scholars and students exclusively engaged in their studies, and not in receipt of salary or emolument, at the following rates, and subject to the following conditions:—

	First Class.		Second Class.	
	s.	d.	s.	d.
For students and scholars not exceeding 16 years of age	37	6	12	6
For students and scholars over 16 and not exceeding 20 years	50	0	25	0

For students and scholars over 20 years of age half the rate for ordinary three-monthly season tickets will be charged. Minimum charge—first-class, 62s. 6d.; second class, 37s. 6d.

2. Certificates in the following form must be produced from the professor or schoolmaster and from the applicant respectively:—

I hereby certify that [Name of applicant], who resides at is a *bona fide* scholar [student]; in attendance at school at , that his [her] present age is years months; and that, to the best of my knowledge and belief, he [she] is exclusively engaged in his [her] studies, and is not in receipt of salary or emolument, and is entitled to -class school season ticket between and from [Date].

Date: (Signature of professor or teacher.)

I hereby certify that I am the scholar [student] above mentioned, and that the facts stated in the foregoing certificate are correct, and I request that a -class school season ticket, available between and , be issued to me, to be used only when travelling between my home and school for the purpose of receiving tuition.

Date: (Signature of applicant.)

The latter certificate is not required in the case of scholars under 16 years of age.

3. Certificates will be accepted only from recognized schools and colleges, and must bear an endorsement showing the days upon which tuition will be received.

4. School tickets will be available for any distance not exceeding 60 miles. They are not transferable, and are available for use by the holders only when travelling to and from school for the purpose of receiving tuition; if used for any other purpose the tickets will be forfeited.

21. Free School Season Tickets.

1. Free second-class tickets, available for three months from date of commencement of their availability for travel, may be issued to school pupils, as

hereinafter set forth, between the ages of 5 years and 10 years residing at a distance of not less than 2 miles from the school, and to school pupils of 10 years of age and over, but not exceeding 19 years of age, residing at a distance of not less than 3 miles from the school. The tickets will be available for distances not exceeding 60 miles, and are issuable as follows:—

- (a.) To pupils attending the public primary schools from railway-stations where there is no primary school in the vicinity, and only to the station in the vicinity of the nearest primary school.
- (b.) To pupils who are holders of scholarships tenable at a district high school or secondary school as defined by the Education Act, 1914, to enable them to attend any such district high school or secondary school.
- (c.) To pupils of secondary schools as defined by the Education Act, 1914, and of the secondary departments of district high schools and of technical high schools, to enable them to attend one or other of such schools, whichever shall be nearest.
- (d.) To pupils attending private primary or secondary schools registered in accordance with section 7 of the Education Amendment Act, 1921-22, but only from stations where there is no private school of the same denomination in the vicinity, and then only to the station in the vicinity of the nearest such school.
- (e.) To holders of free places at technical classes, technical schools, and technical high schools recognized under the regulations for technical instruction, to enable them to attend one or other of such schools or classes, whichever shall be nearest.
- (f.) To pupils on the roll of a public or private primary or secondary school, or of a district high school, travelling to attend classes held at specially equipped manual-training centres and recognized under the Education Department's regulations for manual instruction.

2. Application for these tickets must be accompanied by a certificate in the following form, duly signed by the head teacher, principal, or director, as the case may be, having charge of the school attended:—

I hereby certify that A.B., residing at _____, whose present age is _____ years _____ months, is entitled, under paragraph * of the Railway regulations for free school season tickets, to a free school ticket from _____ to _____ to enable him [her] to attend the † instruction at _____ for the purpose of † _____.

* Insert the number of the clause (1, 2, &c.) of the Railway free school season ticket regulations. † Give the name of the school or of the manual-training centre. The school may be a public school, a registered private school, a district high school, a secondary school, or a technical school. ‡ State whether primary or secondary, technical or manual.

3. These tickets are not transferable, and are available for use by the holder only when travelling to and from school for the purpose of receiving tuition; if used for any other purpose the tickets will be forfeited.

4. The issue of any such tickets may be declined in any case where the Minister of Education decides that the circumstances do not entitle any applicant to receive the concession.

22. Technical-schools Season Tickets.

1. Technical-school season tickets, available for any distance not exceeding 60 miles, and for three months from date of commencement of their availability for travel, will be issued to bona fide students attending technical schools or classes registered with the Minister of Education, subject to the following conditions:—

- (a.) The tickets will be available for use only when the holder is proceeding from home to the technical school, or vice versa, for the purpose of receiving or returning from tuition; if used for any other purpose the ticket will be forfeited.
- (b.) The days upon which tuition will be received must be the same in each week, and must be stated on the certificate. Certificate of attendance at foot of ticket must be signed by certifying teacher on each day that a holder of such ticket attends the school.
- (c.) The tickets are not transferable, and will be charged as follows:—

	First Class.	Second Class.
For students and scholars not exceeding 16 years of age	37 6	12 6
For students and scholars over 15 but not exceeding 20 years of age	50 0	25 0
For students and scholars over 20 years of age, half the rate for ordinary three-monthly season tickets will be charged. Minimum charge— First class, 62s. 6d.; second class, 37s. 6d.		

2. Each application for a technical-school season ticket must be accompanied by a certificate in the following form, signed by the director of the technical school or class:—

Signature of teacher, who will certify on ticket to attendance of pupil.

I hereby certify that _____, residing at _____, whose age is _____ years _____ months, is a bona fide student or scholar in attendance at _____ Technical School duly registered with the Minister of Education, and request that a* _____-class technical-school season ticket, available for use on† _____, be issued to enable him [her] to attend the technical school [class]; and I undertake to keep a roll of the attendance at the school [class], and such roll to be open for inspection by any officer of the Railway Department. The attendance of _____ at the school [class] will be certified by _____ whose signature appears in the margin hereon.

Date: _____ (Signature of teacher.)

* Insert class of ticket. † Insert day or days of week on which tuition will be received.

I hereby certify that I am the scholar [student] mentioned in the foregoing certificate, and that my age is _____ years _____ months.
Date: _____ (Signature of scholar or student.)

The latter certificate is not required in the case of scholars or students under 16 years of age.

3. Technical-schools season tickets will be issued conditionally on a roll of attendance being kept at each technical school or class, such roll to be open for inspection by any officer of the Railway Department deputed for that purpose.

23. Season Tickets, School Season Tickets, &c.

1. Annual tickets, tourist tickets, and season tickets do not entitle the holders thereof to travel by race or other special or excursion trains, except when the ordinary trains are entirely suspended.

2. Scholars and students holding school season tickets, free school season tickets, or school-boarders' tickets will, when carriages are set apart for their use, require to travel in such carriages.

24. Picnic Parties.

1. Excursion tickets, available for one (specified) day in each case, will be issued to picnic parties, numbering not less than 20 persons travelling together for recreation and not for business purposes, and organized by any friendly society, school committee, trade or industrial union, or other body approved by the Department.

2. Stop-over excursion tickets (available for return within one week from and including the commencing date shown on the ticket in each case) will be issued to school pleasure parties and school athletic teams, numbering not less than 20 persons in all, *bona fide* scholars and teachers travelling together.

3. The charges will be as follows :—

SECOND CLASS.

Miles.	Available for Day of Issue only.			Stop-over Excursion Tickets. Scholars attending Schools, and School- teachers, only.
	Schools, Factories, Friendly Societies. Children not exceeding 15 Years of Age.	Schools only. Senior Scholars over 15 but not exceeding 19 Years of Age attending School.	Schools, Factories, &c., Friendly Societies. Pupils exceeding 19 Years of Age, Teachers and Adults.	
1 to 4	s. d. 0 3	s. d. 0 5	s. d. 0 6	s. d. 0 6
5 „ 8	0 5	0 8	0 10	0 10
9 „ 12	0 7	0 11	1 3	1 3
13 „ 16	0 9	1 1	1 6	1 6
17 „ 20	0 10	1 2	1 8	1 8
21 „ 25	1 0	1 4	1 10	1 10
26 „ 30	1 2	1 6	2 3	2 3
31 „ 35	1 4	1 9	2 6	2 6
36 „ 40	1 6	2 0	2 9	2 9
41 „ 45	1 9	2 2	3 0	3 0
46 „ 50	1 11	2 4	3 3	3 3
51 „ 55	2 0	2 6	3 6	3 6
56 „ 60	2 2	2 9	3 9	3 9
61 „ 65	2 4	3 0	4 0	4 0
66 „ 70	2 6	3 4	4 3	4 3
71 „ 75	2 8	3 8	4 6	4 6
76 „ 80	2 10	3 10	4 9	4 9
81 „ 85	3 0	4 3	5 3	5 3
86 „ 90	3 3	4 6	5 6	5 6
91 „ 95	3 6	4 10	6 0	6 0
96 „ 100	3 9	5 0	6 6	6 6
For every additional 5 miles or fraction thereof	0 2	0 3	0 4	0 4

4. FIRST CLASS, double the above rates in each case.

5. Tickets at above rates will be issued only at the option of the Department. *They will not be issued on public holidays.*

6. The Department does not undertake to carry parties at the above rates by mail or express trains.

7. Where special trains are provided at the request of the party, a guarantee equal to 100 second-class adult ordinary (or suburban where applicable) return fares may be required; minimum charge, £12 10s. The distance which a special excursion train has to run empty to commence a run will be charged at the rate of 7s. 6d. per mile, and the amount so charged will be added to the amount of the guarantee.

8. School excursion parties will be conveyed conditionally on the Committee arranging the excursion undertaking to place at least two adults, either teachers or other persons, in charge of each carriage to maintain order and prevent children from riding on the carriage-platforms.

9. The Committee must undertake the sale of all tickets and all responsibility for the value of same and give a written undertaking to conform to these regulations.

10. Unsold tickets must be returned to the Department before the excursion train starts on its outward journey, or at destination station before the commencement of the homeward journey, otherwise the Committee will be debited with the full value thereof, and no rebate will be made on account of tickets afterwards tendered as unsold.

11. Each school, factory, business house, friendly society, or trade-union will be strictly limited to one excursion per annum at the "day" fares.

12. Application must first be made to the District Manager, not less than seven days' notice being given in the case of small parties, and not less than ten days' notice in the case of large excursions.

25. Students of University, Agricultural, and Technical Colleges travelling for Field Instruction.

Students of University, agricultural and technical colleges, in parties of not less than five, when travelling together for field instruction, will be charged three-fourths the ordinary return fare for the double journey. Tickets will be available for return for one week from date of commencement of the outward journey. Application for this concession must be made to the District Manager.

26. Sporting and Pleasure Parties.

1. Second-class return tickets at ordinary fares, available for first-class carriages, will be issued to athletic teams, golf, rowing, and rifle clubs, and pleasure parties, of not less than twelve adult passengers travelling together. Where a single journey only is to be made, second-class single tickets at ordinary fares will be issued available for first-class carriages. Minimum fare, 2s.

2. Second-class return tickets, endorsed available for return up to and including the day after the day on which the ticket is available for the outward journey in each case, will be issued at three-fourths the ordinary second-class return fare to athletic teams, golf, rowing, and rifle clubs, and pleasure parties of not less than twelve adult passengers travelling together who wish to travel second class. Minimum fare, 2s.

3. Teams and parties are required to give not less than three days' notice to the District Manager, and must travel by the trains arranged for by that officer. They will be furnished with a certificate signed by the District Manager authorizing the concession specified herein. Certificate must be shown to the guard or any other officer of the Department when tickets are examined, or at any other time when requested.

4. The Department reserves to itself the right to decline any application.

27. Theatrical, Concert, and Circus Companies.

1. Bands of musicians, theatrical, concert, and circus companies, travelling together in companies for which not less than six full tickets are taken out in each case, will be charged as follows, viz.: Second-class ordinary fares for first-class carriages for either the single or return journey.

2. Tickets will be available for the same period as ordinary tickets for the same distances.

3. Advance agents of companies entitled to this concession travelling apart from the company they represent will be granted the same concession as the company.

4. Advance agents must pay ordinary fares in the first instance; rebate of difference will be allowed when the company purchases the remainder of the tickets.

5. Application for these concessions must first be made to the District Manager.

28. Railway Employees' Tickets.

1. Privilege tickets at one-fourth the ordinary fares may be issued to railway employees and to their wives and children in terms of the regulations made in that behalf. Privilege season tickets at one-fourth of the fares for ordinary season tickets may be issued to railway employees as provided by the regulations.

2. The minimum charge for privilege tickets will be 9d. first class, 6d. second class, single or return, and for privilege season tickets the minimum charge will be 6s. 3d.

3. Privilege tickets will be issued only on presentation of the prescribed orders.

29. Tourist Excursion Tickets.

1. Tourist excursion tickets (first class) will be issued at the following rates:—

(a.) Available over lines of both Islands for seven weeks, including date of commencement of availability for travel, £16 5s.

(b.) Available over North Island lines for four weeks, including date of commencement of availability for travel, £10.

(c.) Available over South Island lines for four weeks, including date of commencement of availability for travel, £10.

2. These tickets are not transferable. They are available over Government lines open for traffic and under the control of the Department, and are obtainable at the principal railway-stations and from the officer in charge at Queenstown and Central Booking-offices at Wellington and Christchurch.

3. Tourist excursion tickets (a) and (c) series are available for travel by the Lake Wakatipu steamer service.

4. Tourist excursion tickets may be extended for any period not exceeding four weeks on payment of an extension fee of £2 10s. per week or portion of a week. Persons desiring an extension of time must apply to any officered station, the officer in charge, Queenstown, or at the Central Booking-office, Wellington or Christchurch, before the expiration of the original ticket, and deliver up the original ticket together with the extension fee.

30. Judges of Exhibits proceeding to Shows.

1. Judges proceeding to agricultural, horticultural, dog, and poultry shows, ploughing matches, and horse-parades, for the purpose of judging thereat may be granted first-class tickets at the holiday excursion fares specified in Regulation 5 on production of judge's ticket and certificate in the following form:—

I hereby certify that Mr. _____ has been appointed to judge
at the* to be held at† on‡
Date: _____, Secretary.

I hereby certify that I am the judge referred to above, and that
I am proceeding from _____ Station to _____ Station for the
purpose of judging, and that I am entitled to a first-class ticket at the
holiday excursion fare.

Date: _____

* Insert name of show, ploughing match, or parade.
† Insert date of show, ploughing match, or parade

‡ Insert place where held.

2. Tickets granted under this regulation will be available for use on the outward journey within seven days previous to and not later than the first day of the show, ploughing match, or horse-parade, and will be available for return for one month from date of commencement of currency of ticket in each case. The Department reserves the right to decline any application.

31. Delegates to Meetings of Religious Bodies and Friendly Societies.

1. Delegates travelling to attend annual meetings of religious bodies and friendly societies may be granted first-class tickets, available for return for one month from date of commencement of currency of the ticket in each case, at holiday excursion fares specified in Regulation 5, on production of certificates in the following form:—

I hereby certify that Rev. [Mr.] _____ is duly appointed delegate
to* _____ meeting to be held at† _____ from‡ _____ to‡ e
....., Secretary *
(or other duly authorized person).

I hereby certify that I am the delegate referred to above, and that I am proceeding from _____ Station to _____ Station for the purpose of attending the above meeting, and that I am entitled to a first-class ticket at holiday excursion fare.

....., Delegate to*

* Insert name of meeting. † Insert place of meeting. ‡ Dates.

2. Tickets granted under this regulation will be available for use on the outward journey within seven days previous to and at any time during the meeting, provided the delegate to whom the ticket is issued tenders the necessary certificate and can reach the place of meeting in time to take part in the business of the meeting.

3. Delegates attending the meeting are allowed to travel as many times as necessary during the sitting, but fresh certificates signed by the secretary or other duly authorized person, and the delegate must be presented for each ticket, which must be taken out and paid for each double journey.

4. Written application, specifying dates on which delegates will travel, the stations between which the journeys will be made, and the name of person who will sign certificates on behalf of the religious body or friendly society concerned must first be made by such body or society to the Board of Management of the New Zealand Government Railways, Wellington, not less than two months before the date of commencement of the meeting. Certificates signed by any other than the person named in such application will not be recognized.

5. The Department reserves to itself the right to decline any application.

32. Platform Tickets.

1. At such stations and at such times as the Department may determine, tickets for admission to the railway-station platform will be issued at a charge of 3d. each; but the Department reserves to itself the right to limit the number of such tickets which shall be issued and to decline to issue such tickets on any day or in connection with any train. Platform season tickets, at a charge of 4s. per quarter, may be issued at and in respect of such stations as may be determined by the Department. Such tickets shall confer the same (but no further) right of entry to the station platform as ordinary platform tickets, and shall not confer any right on the holder to be admitted to the platform when the same is absolutely closed, or whenever it is determined by the Department, before such person presents himself for entry on any day in connection with any train, that no further persons shall be admitted to the platform. Not more than one person shall be allowed on the platform at any one time on or in respect of any platform season ticket.

2. Platform ordinary and season tickets are not transferable; provided, however, that any platform season ticket taken out by and in the name of any business person, firm, or company may be used by any employee of such person, firm, or company to enable such employee to gain access to the platform *bona fide* for the purposes of the business of the person, firm, or company employing him.

33. Tickets Not Transferable.

Unless otherwise specified, tickets are not transferable. If they are used by any other than the person to whom issued they will (without prejudice to any penalty to which the transferer or transferee or any other person may be liable) be forfeited.

34. Reserved Carriages.

1. Except as otherwise specified, the charge for a reserved (six-passenger) compartment will be as for six first-class ordinary fares computed on the mileage from the station at which the compartment is reserved to the station up to which it is reserved.

2. For invalids and Judges of Supreme Court and Judge and members of the Arbitration Court the charge for a reserved (six-passenger) compartment will be as for four first-class ordinary fares computed on the actual mileage for which the compartment is reserved.

3. When a whole or half car is required for an invalid twelve first-class ordinary fares will be charged. The reservation of whole or half cars for other persons than invalids will be by special arrangement only.

4. The Department does not undertake to supply reserved carriages or compartments, and reserves to itself the right to decline any application.

5. Where more than the minimum number of passengers travel in a reserved car ordinary fares must be paid for the actual number of passengers in the car, but the fares of the passengers in excess of the minimum number shall be computed on the actual distance they travel.

35. Excursion Trains.

1. Excursion trains may be run by special request upon payment of a deposit (as a guarantee returnable if the special revenue accruing from the running of such train exceeds the amount of such deposit) equivalent to the charge for 100 second-class ordinary (or suburban where applicable) return tickets. Minimum charge, £12 10s. Excursion trains will be run only at the option of the Department.

2. The distance which a special excursion train has to run empty to commence a run will be charged at the rate of 7s. 6d. per mile, and the amount so charged will be added to the amount of the deposit specified above.

36. Special Trains.

1. Special trains will be charged as follows:—	£	s.	d.	
For one carriage, per mile up to 30 miles	..	0	15	0
For every additional mile	..	0	12	0
For every additional carriage, per mile	..	0	7	6
Minimum charge	..	12	10	0

2. The mileage will be counted one way only.

3. When engine is ordered and not used, half the minimum charge will be made.

4. The charge will in no case be less than for the total number of passengers carried charged at fares computed at rate and a quarter of the ordinary single or return fares according to the journey made by the train in each case.

5. Special trains will be permitted to wait five hours at the station of destination, after which period and until seven hours' detention from time of arrival half special train rates will be charged for the return journey; after seven hours detention at the destination station full special-train rates will be charged for the return journey.

6. The distance which a train has to run empty to commence a service will be charged at the rate of 7s. 6d. per mile.

7. Special trains will be run only at the option of the Department. The Department reserves to itself the right to forward any of its ordinary traffic by any special train, provided that no traffic for which the special train was ordered is thereby prevented from being carried by such train, but no reduction of the special-train rates shall be made on account of the train being so utilized by the Department.

37. Restrictions on Travel by Specified Trains.

Whenever any person shall make by any train any journey which, according to the Department's time-tables or other public notice, he is not entitled to make by that train, such person shall, without prejudice to any other penalty to which he may be liable, pay the appropriate fare for the shortest journey which he is entitled to make by such train and which shall wholly include the journey actually made by him as aforesaid.

38. Refunds on Tickets.**1. TICKETS LOST OR MISLAID.**

The Department does not undertake to refund money or to make allowance in respect of any ticket, pass, or symbol which has been lost, mislaid, mutilated, or defaced, except as otherwise provided.

2. SINGLE TICKETS.

When a passenger is unable to complete the journey for which a single ticket has been purchased, a refund, less 10 per cent. (minimum deduction 1s., maximum deduction 5s.), will be allowed by the Department for the portion of the journey not travelled, provided the ticket with written application for refund is handed to the Department before the expiry of the period for which it is available. *No refunds will be granted on tickets for distances 25 miles and under.*

3. PORTIONS OF RETURN TICKETS.

In *bona fide* cases in which the holders of return portions of tickets are prevented from travelling on the return journey a refund, less 10 per cent. (minimum deduction 1s., maximum deduction 5s.), will be allowed of the difference, if any, between the fare paid and the single fare, provided that application is made to and the ticket lodged with the Department before the expiry of the period for which such ticket is available. *No refunds will be granted on tickets for distances 25 miles and under.*

4. ORDINARY SEASON TICKETS.

(a.) Refunds, less 10 per cent. (minimum deduction 1s., maximum deduction 5s.), as under will be allowed on ordinary season tickets permanently surrendered to the Department during their currency, provided that if any reduction on another ticket has been made on account of, or in connection with, a surrendered ticket, the value of such reduction shall be deducted from the amount, if any, to be refunded.

(b.) *Monthly Tickets.*—No refund.

(c.) *Quarterly, Half-yearly, and Yearly Tickets.*—The portion of the currency of the ticket that has expired up to the date of surrender will be charged for on the monthly, quarterly, and half-yearly basis, as the case may be, and the balance, if any, refunded. Part-months (outside the quarter or half-year) will be charged for as full months.

LOCAL FARES AND REGULATIONS.

Local fares will be charged as hereinafter specified, and the following provisions of this part of this Scale of Fares, Rates, and Charges shall have full force and effect notwithstanding anything contained in the previous provisions of this part.

39. Workers' Weekly Tickets.

1. Workers' weekly tickets (second class) will be issued on the following suburban lines:—Auckland District: Swanson-Auckland; Onehunga-Auckland; Papakura-Auckland. Wellington District: Upper Hutt-Wellington (Lambton); Johnsonville-Wellington (Thorndon); and from Napier to Whakatu, Tomoana, and Hastings, and *vice versa*. Christchurch District: Lyttelton-Christchurch; Islington-Christchurch; Kaiapoi-Christchurch. Dunedin District: Port Chalmers-Dunedin; Mosgiel-Dunedin.

2. They will be subject to the conditions specified below, and charged as follows:—

			s.	d.
For distances not exceeding 2 miles ..	..	..	1	9
For distances over 2 miles and not exceeding 7 miles ..	..	..	2	3
..	7	..	10	6
..	10	..	11	9
..	11	..	13	0
..	13	..	15	3
..	15	..	17	9
..	17	..	18	0
..	18	..	20	3

3. The tickets will be issued at any station on any one of the suburban lines specified to any station on the same line. Except on the Napier-Hastings line where these tickets will be issued only from or to the stations enumerated in paragraph 1 of this regulation. The tickets will not be issued between stations situated on different suburban lines.

4. They will expire on Saturday of the week for which they are issued in each case, and are limited to one outward and one homeward trip per day, and for use on the outward journey only by trains arriving at their destination station before 8.0 a.m. On the homeward journey they may be used by any time-table train (mail and express trains excepted) after 9.0 a.m.

5. The tickets will be issued only to persons resident in the neighbourhood of the issuing station, and will be available for use only between the stations specified thereon, and for use by the purchaser when travelling second class only. They are not available for break of journey, or for use on Sundays, or for rebooking, or for use in conjunction with any other ticket, and are not transferable. No reduction in charge will be made for children.

6. Holders of workers' weekly tickets will be charged the full ordinary first-class fare when found travelling in first-class carriages.

7. At stations where the workers' weekly tickets required in each case are sold, such tickets must be purchased at least ten minutes before departure-time of the train by which the ticket is intended to be used. In the case of tickets not held in stock at the station at which they are to be purchased, at least twenty-four hours' notice that the ticket is required must be given in each case. In the computation of this period of notice no account will be taken of Sunday. Tickets from stations where there is no officer in charge should be obtained from the guard of train, provided that twenty-four hours' notice as hereinbefore specified should be given for any ticket not carried in stock by the Guard.

40. Suburban Fares.

1. Suburban fares will be charged according to the following scale:—

SCHEDULE OF FARES.					SCHEDULE OF FARES—continued.				
No. of Miles.	Single.		Return.		No. of Miles.	Single.		Return.	
	First.	Second.	First.	Second.		First.	Second.	First.	Second.
1	s. d.	s. d.	s. d.	s. d.	11	s. d.	s. d.	s. d.	s. d.
2	0 3	0 2	0 6	0 3	12	1 9	1 2	2 8	1 9
3	0 4	0 3	0 8	0 5	13	1 11	1 3	2 11	1 11
4	0 6	0 4	0 11	0 7	14	2 1	1 4	3 1	2 0
5	0 8	0 5	1 2	0 9	15	2 2	1 5	3 3	2 2
6	0 11	0 7	1 5	0 11	16	2 4	1 6	3 6	2 3
7	1 1	0 9	1 8	1 2	17	2 6	1 7	3 9	2 5
8	1 3	0 10	1 11	1 3	18	2 7	1 8	3 11	2 6
9	1 5	0 11	2 2	1 5	19	2 10	1 9	4 2	2 8
10	1 7	1 0	2 5	1 6	20	2 11	1 10	4 4	2 10
	1 8	1 1	2 6	1 8		3 0	1 11	4 6	3 0

The above fares will apply as under:—

2. AUCKLAND DISTRICT.

From or to—	To or from—
Auckland	Newmarket-Papakura.
Newmarket	Te Papapa - Onehunga.
Mount Eden	Mount Eden - Waitakere.
	And intermediate stations and stopping-places in each case.

3. WELLINGTON DISTRICT.

From or to—	To or from—
Wellington } (Lambton) ..	{ Kaiwarra - Upper Hutt, and intermediate stations and stopping-places.
Wellington (Thorndon)	{ Ngaio-Plimmerton, and intermediate stations and stopping-places.
Kaiwarra	Lower Hutt.
Napier	Hastings, and intermediate stations.

4. CHRISTCHURCH DISTRICT.

From or to—	To or from—
Christchurch ..	{ Lyttelton-Templeton. Riccarton-Rangiora. And all intermediate stations and stopping-places in each case.
Linwood.. ..	Lyttelton.

5. DUNEDIN DISTRICT.

From or to—	To or from—
Dunedin	{ Port Chalmers (Upper or Lower Station), and all inter- mediate stations and stopping-places in each case.
Dunedin	{ Kensington-Mosgiel, and all intermediate stations and stopping-places.
Ravensbourne ..	Mussel Bay or Port Chalmers.
Kensington ..	Mosgiel.
Burnside.. ..	Caversham.

6. INVERCARGILL DISTRICT.

From or to—	To or from—
Invercargill ..	{ Bluff - Clyde Street, and all intermediate stations and stopping-places.

7. Single tickets at suburban fares are available for one day only, being the date shown on the ticket.

8. Return tickets at suburban fares are available up to and including the day after the date shown thereon, or from Saturday to the following Monday.

9. In no case shall the fare between any two stations in a suburban area be greater than the lowest fare chargeable between any two other stations in such suburban area, the journey between which latter stations wholly covers the journey between the two first-mentioned stations.

41. North Island Main Line and Branches.

1. For the purpose of charging fares between Whangarei and Kamo the distance will be counted as 3 miles.

2. (a.) The fares between Auckland and Ellerslie will be as follows: First, single, 8d.; second, single, 5d.; first, return, 1s. 2d.; second, return, 9d.

The fares between Auckland and Green Lane will be as follows: First, single, 6d.; second, single, 4d.; first, return, 11d.; second, return, 7d.

The fares between Auckland and Newmarket or Remuera will be as follows: First, single, 4d.; second, single, 3d.; first, return, 8d.; second, return, 5d.

The first-class return fare from or to Remuera to or from Green Lane will be 7d.

(b.) Subject to the preceding provisions of this regulation, the distance between Auckland and the stations mentioned hereunder will, for the purpose of charging fares, be counted as follows: Between Auckland and Newmarket, 2 miles; between Auckland and Remuera, 3 miles.

(c.) The fares between Auckland and Opaheke will be as follows: First, single, 3s. 3d.; second single, 2s. 1d.; first return, 5s.; second return, 3s. 3d. The fares between Auckland and Drury will be as follows: First single, 3s. 6d.; second single, 2s. 3d.; first return, 5s. 5d.; second return, 3s. 7d.

3. NEW PLYMOUTH - BREAKWATER LINE.

The following fares will be charged between the stations named hereunder:—

	Single.		Return.	
	First.	Second.	First.	Second.
	s. d.	s. d.	s. d.	s. d.
New Plymouth to or from Moturoa and Breakwater	1 0	0 8	1 3	0 10
Moturoa to or from Breakwater ..	0 8	0 6	..	..

4. FARES BETWEEN MELLING, LOWER HUTT, OR PETONE AND WELLINGTON (LAMBTON).

(a.) Combined rail and bus tickets at the following fares will be issued, available for travel by rail and bus:—

	First Return.	Second Return.
Petone-Wellington	2 0	1 4
Lower Hutt-Wellington., ..	2 3	1 6

(b.) These tickets will have the same period of availability as tickets issued at suburban fares, and will be available for travel by rail between Lower Hutt or Petone and Wellington, and by bus between Lower Hutt or Petone Railway Stations and the first bus section therefrom in each case.

(c.) Combined rail and bus tickets will be available for use only by such trains and buses as may from time to time be determined by the Department.

(d.) Trip bearer tickets available for twelve single journeys by rail between Petone, Lower Hutt, or Melling stations and Wellington (Lambton) will be issued at the following fares: Between Petone or Lower Hutt and Wellington—First class, 8s. 6d.; second class, 6s.: Between Melling and Wellington—First class, 9s. 3d.; second class, 6s. 6d. These tickets will be unrestricted as to period of availability.

5. SPECIAL SATURDAY AND SUNDAY TICKETS.

(a.) Special Saturday and Sunday return tickets will be issued between the undermentioned stations at the following rates:—

Between	and	Fares.	
		First Class.	Second Class.
		s. d.	s. d.
Wellington (Lambton)	Trentham, Wallaceville, Upper Hutt ..	3 6	2 6
Kaiwarra	Pitcaithly's Siding, Belmont Quarry Co.'s Siding, Hayward's, Silverstream, Heretaunga, Trentham, Wallaceville, Upper Hutt	3 6	2 6
Ngahauranga	Belmont Quarry Co.'s Siding, Hayward's, Silverstream, Heretaunga, Trentham, Wallaceville, Upper Hutt	3 6	2 6
Petone	Silverstream, Heretaunga, Trentham, Wallaceville, Upper Hutt	3 6	2 6
Lower Hutt	Trentham, Wallaceville, Upper Hutt ..	3 6	2 6
Melling	Wallaceville, Upper Hutt	3 6	2 6
Belmont	Upper Hutt	3 6	2 6
Wellington (Thorndon), Ngaio, Khandallah	Paekakariki	5 0	3 6
Wellington (Thorndon), Ngaio, Khandallah	Pukerua Bay	4 0	3 0
Wellington (Thorndon), Ngaio, Khandallah	Plimmerton	3 6	2 6
Wellington (Thorndon), Ngaio, Khandallah	Paremata	3 3	2 3
Wellington (Thorndon), Ngaio, Khandallah	Porirua	2 9	2 0
Wellington (Thorndon), Ngaio, Khandallah	Tawa Flat	2 8	1 9
Khandallah	Tawa Flat	2 3	1 9
From	To		
Johnsonville	Paekakariki	4 6	3 6
Johnsonville	Plimmerton	3 3	2 3

On Sundays only.

From	To		
Wellington (Thorndon), Ngaio	Waikanae	10 5	7 9
Khandallah	Waikanae	10 5	7 6
Wellington (Thorndon), Ngaio, Khandallah	Otaki	12 8	9 2
Johnsonville	Otaki	12 8	8 10

(b.) These tickets will be issued on Saturdays and Sundays as may from time to time be determined by the Department, and will be available for return up to and including the first following Monday in each case.

42. Westport Section.

1. On Saturdays and such other days as may be determined by the Department the fares specified hereunder will be charged from the stations named to Westport:—

Station.	1st Class Return.		2nd Class Return.	
	s. d.	s. d.	s. d.	s. d.
Ngakawau	4 4	2 10		
Granity	4 2	2 8		
Birchfield	3 1	2 0		
Waimangaroa Junction	2 6	1 8		
Fairdown	1 11	1 3		
Sergeant's Hill	1 2	0 10		

These tickets, when issued on a Saturday, will be available for return up to and including the first following Monday, and when issued on any other day than Saturday will be available for return up to and including the day following the day of issue.

2. Fares between stations on the Government railways (Waimangaroa Junction excepted) and stations on the Waimangaroa Branch will be charged 2d. on each single and 3d. on each return fare, and 1s. on each weekly twelve-trip ticket in addition to the fare chargeable under the scales hereinbefore provided.

3. Ordinary season tickets and school season tickets issued between stations on the Waimangaroa Branch and main line stations will be charged the following rates in addition to the rates hereinbefore prescribed for such tickets :—

Ordinary Season Tickets.	12 Months.	6 Months.	3 Months.	1 Month.
	s. d.	s. d.	s. d.	s. d.
First class	15 0	10 0	6 6	3 0
Second class	12 0	7 6	4 6	2 0

School season tickets, 2s. per quarter, either class.

43. South Island Main Line and Branches.

1. The second-class return fare from or to Christchurch to or from Prebbleton will be 1s. 11d.

2. For the purpose of charging fares between the stations set out hereunder the distance will be counted as follows in each case :—

	Miles.		Miles.
Ashburton and Tinwald .. 2		Dunedin and Port Chalmers .. 8	
Oamaru and Waiareka .. 2		Dunedin and Caversham .. 2	
Dunedin and Ravensbourne .. 2		Dunedin and Green Island .. 4	
Dunedin and Burke's .. 4		Dunedin and Abbotsford .. 5	
Dunedin and Sawyer's Bay .. 7		Stirling and Benhar .. 2	

3. For the purpose of charging season tickets the distances between the stations set out hereunder will be counted as follows in each case :—

	Miles.
Dunedin and Burnside	3

4. Except as otherwise provided, fares and season-ticket rates from or to stations on the Dunedin - Port Chalmers line to or from Port Chalmers Upper or Lower Station will be available for use to or from either the Upper or the Lower Station, and will be computed on the basis of the shorter distance in each case.

5. The following fares will be charged for through booking by rail and steamer between Dunedin and Portobello :—

From	To	Single.		Return.	
		First.	Second.	First.	Second.
Portobello ..	Dunedin ..	s. d. 1 7	s. d. 1 3	s. d. 2 6	s. d. 2 0

Single tickets at these fares are available for one day only, being the date shown on the ticket.

Return tickets at these fares are available for three days, including the date shown on the ticket.

PART II.—LUGGAGE, PARCELS, HORSES, ETC.

1. General Regulations re Passengers' Luggage.

1. Passengers' luggage received, held, or conveyed by railway will be subject to the conditions hereinafter set forth:—

Luggage shall be designated as follows:—

- (a.) Unchecked luggage—*i.e.*, packages of every description, whether exceeded or otherwise, which are conveyed as passengers' luggage and which are not checked as hereinafter provided.
 - (b.) Checked luggage—*i.e.*, packages of every description, whether exceeded or otherwise, which are conveyed as passengers' luggage, for which the passenger holds a luggage check as hereinafter provided.
2. Luggage to be forwarded from officered stations and not required to be checked must be delivered at the railway-station from which the passenger is proceeding at least ten minutes before the due time of departure of the train by which it is to be conveyed.
 3. Luggage to be forwarded from stations at which there are no Stationmasters in charge must be taken to the guard's van, and be there handed to the guard of the train by which it is to be forwarded immediately on arrival of the train at the station from which the luggage is to be conveyed.
 4. Owners of luggage for stations at which there are no Stationmasters in charge must in all cases present themselves at the guard's van while the train is standing at the station, and claim and take delivery of their luggage, failing which the luggage shall be treated as "lost luggage," and be taken to the next officered station and there stored at the risk and expense of the owner.
 5. Luggage will not be delivered at any station short of the destination to which it is addressed and labelled. Passengers who desire to break the journey *en route* must have their luggage addressed and labelled to the station at which they intend to first take delivery.
 6. No luggage will be allowed to be taken into the carriages unless it can be placed under the seat or in the rack of the carriage without inconvenience to other passengers; neither shall any person take into or carry in a railway-carriage any luggage which any officer of the Department may deem to be inconvenient or objectionable.
 7. Railway employees are not permitted to act as agents, or to undertake the charge of or accept responsibility in respect to luggage left temporarily at a station unless the luggage has been booked and placed in the cloak-room.
 8. Unchecked luggage will be carried solely at the risk of the owner.
 9. The Department does not undertake to forward luggage of any description by any particular train, and will not be responsible for any luggage or parcels left about the station premises and not duly delivered to the custody of the Department. Luggage left at a station should be placed in the cloak-room.
 10. Unchecked luggage not claimed immediately on arrival at destination will be treated as lost luggage, and charged for accordingly.
 11. The Department reserves to itself the right to refuse any articles which, from their bulky or objectionable character, it is inexpedient to carry as passengers' luggage. Packages exceeding 2 cwt. in weight or 20 cubic feet in measurement will not be accepted for conveyance as passengers' luggage; such packages must be consigned, and will be conveyed and charged for at goods rates.
 12. Luggage the property of passengers who are booked to a station beyond the end of the journey of the train by which they are travelling may be labelled direct to destination shown on passenger's ticket, and will be stored free of charge from time of arrival at the station where break of journey is necessitated until time of departure therefrom of the first available train by which the passenger can proceed direct to destination.
 13. No person shall be entitled to send any luggage to any railway-station beyond the station of destination for which his ticket is available; nor, except as may be otherwise provided, shall any person send or carry as luggage any packages containing goods that are for sale or are other than his own *bona fide* property.

2. Checked Luggage.

1. Passengers may, at their option, have their luggage checked as follows:—
 - (a.) Between any two stations on the same section of railway.
 - (b.) From any officered station on the North Island main line and branches, excepting Wellington (Lambton or Thorndon), to any station on the South Island main line and branches, or on the Picton Section.
 - (c.) From any officered station on the South Island main line and branches to any station on the Picton Section or on the North Island main line and branches, except Wellington (Lambton or Thorndon).
 - (d.) From any officered station on the Picton Section to any station on the North Island main line and branches or on the South Island main line and branches, except Wellington (Lambton or Thorndon).
 - (e.) From Wellington Wharf to any station on the Picton Section (except Picton) or on the South Island main line and branches (except Lyttelton).
 - (f.) From any officered station on the South Island main line and branches (except Lyttelton), or on the Picton Section (except Picton) to Wellington Wharf.
 - (g.) Luggage will not be checked between Picton and Lyttelton.
 - (h.) Luggage checked from or to the Wellington Wharf will be dealt with at the wharf by the Wellington Harbour Board.

2. Such luggage will thereafter be held and conveyed at the risk of the Department (or of the shipping company or of the Wellington Harbour Board, as the case may be).

3. Each package must be in good order and be distinctly addressed with the name of the passenger and the station to which he is proceeding. All old labels must first have been removed, each package locked or otherwise properly secured, and the person delivering it must obtain a check for each package delivered. The Department reserves the right to decline to check any package of luggage that is not fully and legibly addressed, locked, or properly secured, and from which old labels have not been removed or which is not in good order. Trunks, suit-cases, bags, and other luggage containers must be such as, in the opinion of the Department, will enable the packages to withstand the ordinary incidents of transport without sustaining damage. The Department reserves the right to decline to accept for transport as luggage any package which does not meet this requirement.

4. Luggage to be checked may, if being forwarded from an officered station, be delivered at the station from which the passenger will travel not more than fourteen days before the date on which the passenger will travel, and (without prejudice to the provisions regarding excess luggage) must be delivered at such station at least fifteen minutes before the due time of departure of the train by which it is to be conveyed.

5. Luggage from stations at which there are no Stationmasters in charge, which the owners desire to check, must be taken to the guard's van, and be there handed to the guard of the train. The person delivering the luggage must obtain a check for each package so delivered.

6. Charges on excess luggage which has been checked from a flag station must be paid to the guard, who will issue a ticket for the amount received.

7. The checks obtained for the luggage must be surrendered by the person who takes delivery of the luggage at destination.

8. Except as hereinafter provided, no package of checked luggage will be delivered until the check has been surrendered. The Department will not be responsible for any loss or inconvenience that may arise through the failure of the passenger or his agent to produce the necessary check.

9. Passengers are not bound to see personally to the checking or excessing of their luggage, or to attend in person to obtain delivery of their luggage, but may arrange for any person, other than a railway employee, to act on their behalf; the Department, however, reserves to itself the right to demand the production of the passenger's railway ticket whenever it may deem such a step to be necessary, and to decline to accept any luggage for transit until such demand has been complied with.

10. Any person losing a luggage-check may be required to make a statutory declaration setting forth the number of the check lost, the number and description of the packages claimed, to indemnify the Department against loss for wrong delivery, and to furnish such other proofs of ownership of luggage as the Department may require, before such luggage shall be delivered. Should the proofs of ownership or the indemnity be deemed by the Department to be insufficient, delivery of the luggage will be withheld, and the Department shall not be liable for any inconvenience or loss suffered in consequence thereof. A search fee of 6d. will be made in respect of each check lost.

11. For each check issued for luggage to be conveyed on a continuous journey on one section of railway the charge will be 6d.

12. For each check issued for luggage to be conveyed by railway and ship between points in the North and South Islands, or *vice versa*, the charge, including cartage between rail and steamer at Wellington, will be 1s.

13. Fruit, groceries, cardboard boxes, or merchandise of any description (other than *bona fide* samples) are not regarded by the shipping company as passengers' luggage and cannot be checked through between the North and South Islands.

14. Checked luggage not claimed within three months after arrival at destination may be sold.

15. In respect of the sea journey in the case of luggage checked for journeys between the North and South Islands the Department acts only as agent for the shipping company.

16. Packages of checked luggage are hereby declared to be "special goods." The liability of the Department in respect thereto is limited to £10 for any one package unless the passenger before despatching such luggage declares the nature and value of and obtains a receipt for the same. On "special goods" so declared a charge of 2 per cent. on the declared value will be made for insuring the same. Packages exceeding £500 in value will be carried by special contract only.

17. Checked luggage for officered stations not claimed on arrival at destination will be placed in the cloak-room and will be stored free for one month from date of arrival at destination. After the expiry of that period storage will be charged for at the rate of 1s. per week or part of a week for each package. Checked luggage for flag stations not claimed while the train is standing at the station will be taken to the next officered station and treated as lost luggage, and be charged for accordingly.

3. Excess Luggage.

1. Except as otherwise provided, passengers will be allowed to take with them, free of charge, 112 lb. weight each (children travelling on half-tickets, 56 lb.) consisting either of their own *bona fide* personal luggage, tourists', sportsmen's, or artists' gear, or any goods (except furniture, kerosene, house-fittings, live poultry, liquor, tents, poles, bedding, camp stretchers, oil-stoves, and bulky musical instruments) which they may purchase *bona fide* for their own domestic use: Provided, however, that the Department shall have the right to determine in any case whether any package or article (other than *bona fide* personal luggage) may be carried free as luggage under the provisions of this paragraph.

2. Workpeople travelling in search of employment or travelling between their homes and places of employment will be allowed to take free of charge (in addition to 112 lb. of *bona fide* personal luggage) up to 112 lb. weight of work-tools, or work which they do at their homes. When the weight exceeds 112 lb. the weight in excess of 112 lb. will be charged for at the ordinary excess-luggage rates. The Department reserves to itself the right to define the articles which may be accepted and conveyed under this regulation.

3. Subject to the provisions of paragraph 5 hereof, hawkers who travel by rail will be allowed to take 112 lb. of goods free of charge. When the weight of luggage and goods exceeds 112 lb. the weight in excess of 112 lb. will be charged for at the ordinary excess-luggage rates.

4. No luggage other than baskets or hampers containing refreshments, band instruments for use of bands taking part in the excursion, perambulators, or go-carts will be allowed free to excursionists by day trips, but passengers holding excursion tickets available for more than one day will each be allowed to take with them, free of charge, 112 lb. of *bona fide* personal luggage only.

5. Except as may be otherwise specially provided, the aggregate weight that may be carried free in respect of any one passenger shall not exceed 112 lb.

6. Goods which are accepted for carriage as luggage but which are not entitled to be carried free as such, and goods which are entitled to be carried free as luggage but which in the aggregate are over the weight allowed to be carried free, will (in the first case as to all such goods and in the second case as to the weight in excess of the free allowance) be charged for at the rate of 8d. for each 28 lb. or fraction of 28 lb. for each 50 miles or fraction of 50 miles.

7. The Department reserves the right to charge light bulky packages of passengers' luggage by weight or measurement.

8. Luggage (checked or unchecked) on which excess charges are payable must be delivered at the railway-station at least thirty minutes before the due time of departure of the train by which it is to be forwarded.

9. All charges payable on excess luggage must be prepaid, and the person delivering such luggage must obtain an excess-luggage ticket as a receipt for the charges paid, such ticket to be given up when the luggage is claimed. Passengers who fail to produce excess tickets for luggage on which excess charges are payable will be required to pay such charges before the luggage is delivered.

10. An excess-luggage ticket is a receipt for charges paid only. The Department does not accept any responsibility for excess luggage unless it is checked as prescribed by these regulations.

11. Invalids will be allowed free carriage of their chairs or other similar means of locomotion when such accompany them by rail.

12. Each adult passenger, if accompanied by a child, will be allowed to take one perambulator or go-cart free of charge as luggage.

13. When excess charges are payable on inter-island checked luggage such charges will be computed separately for the mileage to be travelled by rail on each separate section of railway and at the rate prescribed below for the sea journey.

14. The following are the Union Steamship Company's charges for freight between Wellington and Lyttelton and between Wellington and Picton :—

- Bona fide* personal luggage up to 1 cwt., free.
- Bona fide* personal luggage in excess of 1 cwt., 2s. per 56 lb. or fraction of 56 lb. Minimum charge, 3s.
- Samples (no free allowance), 1s. 4d. per 56 lb. or fraction of 56 lb. (up to 15 cwt.). Minimum charge, 3s. 6d.
- Samples (in quantities over 15 cwt.), Goods rates.
- Goods rates (no free allowance), 2s. per 56 lb. or fraction of 56 lb. Minimum charge, 3s.
- Bicycles, 6s. each.
- Sewing-machines, 6s. each.

15. Wharfage is charged on inter-island luggage as follows :—

- Picton—
 - Bona fide* personal luggage up to 1 cwt., free.
 - Excess luggage computed on weight, 1d. per cwt. or fraction thereof. Minimum charge, 3d.
 - Bicycles, 3d. each.
 - Sewing-machines, 3d. each.
- Wellington Harbour Board—
 - Bona fide* personal luggage up to 1 cwt., free.
 - Excess luggage computed on weight, 1d. per cwt. or fraction thereof. Minimum charge, 3d.
 - Bicycles, 3d. each.
 - Sewing-machines, 3d. each.
- Lyttelton Harbour Board—
 - Bona fide* personal luggage up to 5 cwt., free.
 - Excess luggage over 5 cwt., 1s. 9d. per ton plus 10 per cent. for all excess weight over 5 cwt. Minimum charge, 3d.
 - Commercial travellers' samples (no free allowance), 1s. 2d. per ton plus 10 per cent.
 - Bicycles, 3d. each.
 - Sewing-machines, 3d. each.

4. Commercial Travellers' Luggage.

1. Commercial travellers will each be allowed to take 112 lb. weight of luggage, including personal luggage and *bona fide* samples (other than motor-bicycles) for exhibition only and not for sale, packed, free of charge.

2. Commercial travellers holding annual season tickets, issued under Regulation 13, Part I, may obtain annual tickets for their *bona fide* samples for the lines over which their annual tickets are available at the following rates :—

	Miles.	Per Cwt. up to 5 Cwt.	Each Additional Cwt. up to 10 Cwt.
For distances not exceeding ..	300	£ s. d. 3 7 0	£ s. d. 2 14 0
..	400	4 7 0	3 7 0
..	500	5 0 0	4 0 0
..	600	5 14 0	4 14 0
..	700	6 0 0	5 0 0
..	800	6 14 0	5 14 0
..	1,000	7 7 0	6 0 0
For distances over ..	1,000	7 14 0	6 14 0

3. In computing charges for annual luggage tickets mileage will be counted one way only.

4. Commercial travellers who do not take out annual tickets for their luggage will be charged as follows: For every 56 lb. or fraction of 56 lb. of *bona fide* samples in excess of the free allowance specified, for every 25 miles or fraction of 25 miles, 4d.

5. The maximum quantity of *bona fide* samples and personal luggage which any commercial traveller will be allowed to carry at either of the above rates is 10 cwt. or 200 cubic feet. Any additional quantity, if sent by passenger-train, will be charged at the ordinary rates for passengers' luggage, or it may be consigned as "goods" at goods rates (Class B).

6. These rates apply to *bona fide* samples for exhibition only. If the samples or any portion thereof are sold or otherwise disposed of ordinary parcels rates will be charged.

7. *Bona fide* commercial travellers representing houses conducting an exclusively wholesale business who take out samples for exhibition only and goods for sale may be charged the commercial travellers' sample rate on the *bona fide* samples and the ordinary rate (goods, parcel, or excess, as the case may be), on the goods for sale.

(a.) The consignment-note (in the case of packages consigned through goods or parcels) must be endorsed by the traveller as follows:—

I hereby certify that this consignment consists of [Weight] *bona fide* commercial samples, which are not for sale, and [Weight] of goods for sale.

(b.) In the case of excess luggage a certificate in writing in the foregoing terms and signed by the traveller should be tendered with the packages.

8. Commercial travellers will be allowed eighteen hours free storage for their samples conditionally on the Department not being liable in any circumstances whatever for any loss or damage in respect of the same. If the samples are on hand for a longer period the ordinary cloak-room charges will apply for the time in excess of the free allowance stipulated above.

9. SAMPLE BICYCLES.—Commercial travellers representing recognized bicycle agencies established in New Zealand will be allowed to carry with them as commercial travellers' luggage two sample bicycles (other than motor-bicycles), packed in cases or crates. All sample bicycles in excess of this number will be charged at the parcel rates for bicycles.

5. Theatrical Companies' Luggage.

1. Luggage the property of theatrical companies whose members travel by rail will be charged for as follows:—

(a.) *By Passenger-train.*—Companies of not less than six adult members will be allowed to take, free of charge, 2 cwt. of luggage for each adult ticket held. All luggage in excess of the quantities specified and all other properties of the company will, if loaded in guard's van or in the same vehicle as the company's free luggage, be charged 8d. for each 56 lb. or fractional part thereof for every 50 miles or fraction of 50 miles. If loaded and conveyed in trucks other than guards' vans the charge will be: For each four-wheel truck, not otherwise specified, 8d. per mile; for each LA truck, 1s. 1d. per mile; for each bogie R, U, or 30 ft. Z truck, 1s. 5d. per mile; for each RB, UB, or 47 ft. 6 in. Z truck, 2s. 1d. per mile. Minimum charge as for 30 miles in each case.

(b.) "Luggage," for the purpose of the last preceding paragraph, includes the wardrobe and other articles incidental thereto, but does not include poles, ladders, scenery, furniture, or other articles of a similar nature.

(c.) *By Goods-train.*—Effects, luggage, scenery, and other articles not otherwise specified, Class C, minimum, 2 tons per bogie wagon. Any less quantity at such minimum or Class A. Dynamos and other machinery will be charged at the classified rate to which they belong.

(d.) All loading and unloading must be done by owners at their own risk and responsibility.

6. Lost Luggage.

1. Luggage or other packages left in a train or found unclaimed on railway premises will be placed in the cloak-room, and be charged for at the rate of 4d. for each package for booking as lost luggage.

2. The charge for lost luggage covers one month's storage.

3. Lost luggage if not claimed within one month will after the expiration of that period be charged for storage at the rate of 1s. for each package per week, or part of a week, and if not claimed within three months after the time when it was first placed in storage as lost luggage may be sold.

4. The platform will be cleared after each train, and all property found and not immediately claimed will be treated as lost luggage.

5. The liability of the Department in respect of each package of lost luggage is hereby limited to £10.

7. Left Luggage.

1. Luggage left in the custody of the Department will on deposit of the package be charged for at the rate of 4d. for each package.

2. Quarterly tickets for the storage of bicycles (pedal) will be issued at a charge of 7s. 6d. for each bicycle. Except as otherwise provided, the currency of bicycle storage tickets will commence on the first day and expire on the last day of a calendar month only. Bicycle season tickets issued to scholars or students who hold tickets issued under the provisions of Regulation 20, 21, or 22, Part I of this scale of fares and charges, may be made available for three months from the date of commencement.

3. The charge for left luggage covers one month's storage. After the expiration of that period storage will be charged for at the rate of 1s. per week or part of a week for each package.

4. A search fee of 6d. for each ticket will be charged when left-luggage tickets have been "lost" by holders.

5. Any luggage not claimed within three months after the date when first deposited may be sold.

6. The Department reserves the right to refuse to accept any package as left luggage.

7. The liability of the Department in respect of each package of left luggage is hereby limited to £10, unless the nature and value of the contents thereof shall have been declared by the person depositing such luggage and an insurance fee paid at the rate of 2 per cent. on such declared value.

8. Left Parcels.

1. Left-parcel labels, in books of twenty labels, may be obtained on application at the principal stations at a charge of 6s. 8d. per book.

2. When a parcel bearing one of these labels is delivered to the custody of the Department the counterfoil in book, if presented simultaneously with the parcel, will be receipted and returned to the depositor, and the bearer of the duplicate numbered label will be entitled to receive the parcel on presentation and surrender of such duplicate label.

3. The charge for left parcels covers one month's storage. After the expiration of that period storage will be charged for at the rate of 1s. per week or part of a week for each package.

4. A search fee of 6d., for each ticket, will be charged where left-parcels tickets have been lost by holders.

5. Any parcel not claimed within three months after the date when first deposited may be sold.

6. The liability of the Department in respect of each left parcel is hereby limited to £10, unless the nature and value of the contents thereof shall have been declared by the person depositing such package and an insurance fee paid at the rate of 2 per cent. on such declared value.

9. Bicycles, Motor-bicycles, Tricycles, Velocipedes, &c.

1. Bicycles, tricycles, or velocipedes accompanying passengers by rail must be fully and legibly addressed with the name and destination of passenger, and be presented at the railway-station for booking at least ten minutes before the due time of departure of the train by which they are to be carried. The Department will not be responsible for loss of bicycles, tricycles, or velocipedes unless this regulation is complied with.

2. The Department will not be responsible for bicycles, tricycles, or velocipedes left about the premises of the railway and not duly delivered into the custody of the Department. Any such articles found about the premises of the railway will be treated as lost luggage.

3. Bicycles, pedal, accompanying passengers by rail will be charged for at the following rates for each machine seated to carry one rider only:—

Miles.	s.	d.
1 to 12	0	5
13 „ 25	0	8
26 „ 50	1	4

Over 50 miles: 4d. for each 50 miles or fraction thereof will be added to the charge for 50 miles.

4. Bicycle tickets are not available for break of journey unless such break of journey is necessitated by the train service.

5. Bicycles seating more than one rider will be charged full rates as above for the first seat, and half rates additional for each seat after the first.

6. Bicycles, pedal, with motor-propelling attachment, double rate.

7. Tricycles or velocipedes, when accompanying passengers, will be charged double the rates chargeable for single-seated bicycles.

8. Motor-bicycles accompanying passengers will be charged at the following rates (owners to load and unload):—

Distance.	Not exceeding 120 lb. Weight.	Over 120 lb. and not exceeding 175 lb. Weight.	Over 175 lb. Weight.
	s. d.	s. d.	s. d.
1 to 25	3 4	4 0	4 8
26 „ 50	5 4	6 8	9 4
51 „ 100	6 8	8 4	11 8
101 „ 150	8 0	10 0	14 0
151 „ 200	9 4	11 8	16 4
201 „ 250	10 8	13 4	18 8
251 „ 300	12 0	15 0	21 0
301 „ 350	13 4	16 8	23 4
351 „ 400	14 8	18 4	25 8
401 „ 450	16 0	20 0	28 0
451 „ 500	17 4	21 8	30 4
For every additional 50 miles or part thereof	1 4	1 8	2 4

9. Motor-bicycles with side-cars attached and motor-tricycles will be charged at the rate for two-wheeled carriages, and will be conveyed in guards' vans of passenger and mixed trains only at the convenience of the Department. They will not be carried on express or mail trains. Side-cars detached from motor-bicycles will be charged on actual weight at rate and a quarter, parcels rates.

10. Each passenger will be allowed to take only one bicycle (pedal or motor), tricycle, or velocipede at these rates. The charges must be prepaid in all cases.

11. Bicycles packed in crates accompanying passengers will be charged the ordinary excess-luggage rates.

12. Season tickets for bicycles (pedal) accompanying passengers will be issued at the following rates for each bicycle seated to carry one rider only: For distances not exceeding 12 miles—three months, £1 3s. 6d.; six months, £2; twelve months, £3 10s. Motor-bicycles will be charged quadruple rate.

13. Bicycle season tickets for distances not exceeding 12 miles will be issued at half the above rates for three-monthly tickets to students and scholars who are holders of school-season tickets and whose age does not exceed 20 years. They will be available for three months from date of commencement of their availability, and for use when holders are travelling to or from school only.

14. Annual tickets for bicycles accompanying passengers, available over the whole of the New Zealand Government railways, or either Island, for one year from date of issue, will be charged £13 10s. for each pedal bicycle seated to carry one rider only. Motor-bicycles will be charged quadruple rate.

15. Bicycle season tickets must be produced at destination before the bicycle is delivered, and at other times when required by any officer of the Department. They are not transferable.

16. BICYCLE-COVERS.—A charge of 4d. will be made for each canvas cover supplied by the Department for the protection of bicycles to be conveyed by rail. When such covers are supplied they must not be removed from the railway premises. The Department reserves to itself the right to decline any application for the supply of a bicycle-cover.

17. Motor-bicycles when charged with naphtha, petroleum, gas, benzine, or any inflammable liquid or vapour will not be accepted for conveyance by rail.

10. Parcel Rates.

1. Stamped prepaid parcels will be conveyed at the following rates:—

Weight.	Not exceeding					Over 300 Miles.
	30 Miles.	50 Miles.	100 Miles.	200 Miles.	300 Miles.	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
3½lb.	0 6	0 6	0 6	0 6	0 6	0 6
7½lb.	0 6	0 6	1 0	1 0	1 0	1 0
14½lb.	0 6	0 9	1 0	1 6	2 0	2 0
28 lb.	0 9	1 0	1 6	2 0	3 0	3 0
56 lb.	1 6	2 0	2 6	3 9	5 0	6 0
84 lb.	2 0	2 9	3 6	5 6	7 6	9 0
112 lb.	2 6	3 3	4 0	6 6	10 0	12 0
For each 28 lb. or fraction thereof in excess of 112 lb.	0 6	0 6	0 6	1 0	2 0	3 0

2. Articles exceeding 2 cwt. in weight or 20 cubic feet in measurement will not be accepted for conveyance at parcel rates.

3. In addition to the above rates a charge of 6d. for each hundredweight or part of a hundredweight will be made upon all parcels consigned to Auckland, Frankton Junction, Hamilton, Wanganui, Wellington, Christchurch, Dunedin, or Invercargill.

4. The foregoing charges apply only when charges are prepaid (in the case of an officered station) by stamps or (in the case of a flag station) by cash or stamps. 25 per cent. additional will be imposed when railage is not prepaid or when parcels are insufficiently stamped. Minimum additional charge, 3d.; maximum, 1s.

5. Adhesive stamps for use in prepayment of railage on parcels of the following value—namely, 1d., 2d., 3d., 6d., 9d., 1s., 1s. 6d., 2s., 2s. 6d., 5s., will be sold at all railway-stations where Stationmasters are in charge.

6. Except where otherwise specified, each parcel will be charged for separately. Fractions of 1d. will be charged as 1d.

7. Stamps are not to be used when the consignment consists of more than one package and the charges are computed on the total weight of all the packages. In such cases, however, charges will, if prepaid, be computed at the stamped-parcel prepaid rates.

8. Parcels from flag station at which stamps are not procurable will be charged at the stamped rate provided charges are prepaid.

9. Consignment-notes must be tendered with all parcels whether stamped or not. Stamps should be securely affixed as nearly as possible to the address on the parcel, but so as not to obliterate any part of the address. Where the nature of the package does not admit of the stamp being securely affixed thereon it should be affixed to a label securely attached to the package.

10. Articles or packages conveyed at parcel rates will be allowed free storage for seven days after arrival at destination. After the expiration of the period named 3d. per week or part of a week will be charged on each package. Parcels not taken delivery of within four working-hours after being available for delivery will be held by the Department as warehousemen. Parcels not claimed within six months may be sold.

11. Cut flowers, not made up into wreaths, &c., packed in baskets, hampers, or boxes, will be charged half parcel rates; minimum charge, 6d.

12. Parcels or packages containing or consisting of the following articles will be charged rate and a quarter:—

Artificial flowers,	Hand-carts,
Basketware,	Kapok in parcels, mattresses, or other packages,
Basket-chairs,	Liquor not packed in cases,
Bath-chairs,	Perambulators and go-carts,
Bicycles packed in cases or crates,	Picture-frames and mouldings,
Bicycle and motor-bicycle rims, wheels, frames, or forks,	Rocking-horses,
Bird-cages,	Side-cars for motor-bicycles,
Birds in cages,	Stags' heads, mounted or unmounted.
Cardboard or strawboard boxes, empty or containing millinery, feathers, or other goods liable to damage by crushing,	Stuffed birds and animals,
Cycle-trailers,	Toys,
Dress-stands,	Tricycles, tricycle-wheels, or frames,
Glassware, chinaware, or crockery (except druggists' bottles) not packed in cases,	Typewriters, loose,
	Wickerware,
	Wreaths and other similar articles made up of cut flowers or plants.

13. When more parcels than one are consigned by one consignor to one consignee as one consignment they will be charged for separately, except in the case of fish, game, dead rabbits, dead hares, birds in cages, live pigeons in hampers, live and dead poultry, meat, bread, butter, eggs, cheese, vegetables, flowers, plants, shrubs, seeds, fruit, and ice, from one consignor to one consignee, which will be charged upon the total weight of each consignment; with a limit (except where otherwise specified) of 2 cwt. per consignment.

14. Bicycles, pedal, not packed in cases or crates, to seat one rider, each machine will be charged as 28 lb., rate and a quarter. For every seat after the first, on each machine to seat more than one rider, 50 per cent. additional will be charged. Bicycles, pedal, packed in cases or crates, will be charged on actual weight at the foregoing rates.

15. Bicycles with motor-propelling attachment, will be charged rate and a quarter, computed on actual weight.

16. Bicycles, motor, to seat one rider, will be charged rate and a half. Charges will be computed on actual weight in each case.

17. Bicycles, motor, with trailers or side-cars attached, will be charged double the rates for motor-bicycles; charge shall not exceed that for a motor-car.

18. Tricycles, motor, will be charged two and a half times the ordinary parcels rates on actual weight; maximum charge as for a motor-car.

19. Parcels containing or consisting of the following articles will be charged double rate:—

Canoes,
Crackers, Chinese,
Fuze.

In no case shall the charge for a canoe be less than as for 5 cwt. at Class A rate, Part III.

20. The maximum weight of Chinese crackers carried through Parcels Department by any one train will be 14 lb.

21. Dangerous goods other than Chinese crackers, safety small-arm cartridges, fuze, and cinematograph-films, will not be accepted for carriage through Parcels Department.

22. Parcels must be at the station at least thirty minutes before the due time of departure of the train by which they are to be forwarded.

23. Charges on all letter parcels must be prepaid.

11. Coin, Bullion, &c.

1. Packages containing bank-notes, bills of exchange, bullion, gold, silver, and copper coin, gold and silver plate, jewellery, platinum, stamps, and valuable documents are special goods, and will be accepted for conveyance only under the following conditions:—

(a.) When the packages are accompanied by a passenger such passenger must pay the ordinary fare and hold a ticket.

(b.) All risk and responsibility for the safety of the goods shall be taken by the person travelling in charge of them, and with the exception of copper coin, which will be charged for at ordinary parcel rates, double ordinary parcel rates shall be prepaid on the goods, and the Department shall be free from all responsibility.

(c.) When unaccompanied by a passenger packages will, except as provided in the next succeeding paragraph, be conveyed solely at the risk of the owner, and the Department shall be free from all responsibility in respect thereof. Packages containing bank-notes, bills of exchange, bullion, gold and silver coin, gold and silver plate, jewellery, platinum, stamps, and valuable documents will be charged double the rate for ordinary parcels; copper coin will be charged ordinary parcel rates.

2. Packages may be conveyed at the risk of the Department if so required by endorsement by the consignor on the consignment-note, and by his obtaining a receipt as specified in paragraph 1 of Regulation 3, Part VII. The charges will be increased by one-sixth, but unless the goods are insured as hereinafter provided the liability of the Department will be limited to £10 for each package.

3. Packages which are carried at the risk of the Department may be insured as provided in paragraphs 3, 4, 5, and 6 of Regulation 3, Part VII, and, in particular, the following provisions shall apply:—

(a.) The package shall, if the Department so requires, be opened by and at the expense of the consignor for inspection by an officer of the Department, and shall afterwards be securely closed by the consignor in the presence of such officer.

(b.) The charge of 2 per cent. on declared value to be paid for insurance shall be in addition to double parcel rates for conveyance, increased for railway risk as provided in paragraph 2 hereof.

12. Parcels for Distribution at Destination.

1. When more parcels or articles than one are packed in hampers, crates, bags, cases, or other packing or fastening, and are consigned from or to express companies or forwarding agents, and are for distribution at destination, the whole weight will be charged at double rate.

2. The words "forwarding agents" for the purposes of this regulation mean and include any person, firm, or company to whom goods intended to be distributed are sent (whether generally or in the particular case), such person, firm, or company receiving such goods merely as agent for the purpose of distribution.

3. The onus of proving that parcels are not forwarded to an agent for distribution rests with the consignor in each case.

4. Where a *bona fide* trading firm (not being a forwarding agency) consigns goods to itself, its branch, or its representative in the ordinary course of its business, whether such goods are to be held as stock or are for delivery to customers, the ordinary and not the distribution rate will apply. Every such consignment must be handed to the Department and taken delivery of from the Department as a single consignment, and under no circumstances are deliveries to be split to permit of distribution being made direct from the railway premises.

13. Library Exchanges.

1. Books for exchange forwarded to and from subscribers to recognized circulating libraries from and to such libraries will be carried at one-quarter parcel rates, with a minimum charge of 4d., under the following conditions, viz. :—

- (a.) The sender's name must be legibly inscribed on each parcel.
- (b.) Each parcel must be open at both ends.
- (c.) Each parcel must be declared on the consignment-note to contain books for exchange only.

2. The terminal charge at Auckland, Frankton Junction, Hamilton, Wanganui, Wellington, Christchurch, Dunedin, or Invercargill specified in paragraph 3 of Regulation 10 will not apply to parcels forwarded under this regulation. Consignees must take delivery at destination station.

14. Newspapers and Stereotype Casts.

1. Newspapers (published at intervals not exceeding seven days), periodicals (published at intervals not exceeding one month), and stereotype casts and type set up for reproduction purposes (consigned by or to newspaper-proprietors) will be conveyed subject to the following regulations, viz. :—

- (a.) Packages of newspapers and periodicals must be open at both ends.
- (b.) No receipts will be given for the packages; they will be conveyed at owners' risk, the Department not being liable for damage, delay, detention, or loss; and they must be brought to, and taken from, the railway by the owners. If owners desire them conveyed at the risk of the Department, the ordinary parcel rates will be charged.
- (c.) Charges on packages conveyed under this regulation must, except as provided in paragraph 2 hereof, be prepaid by affixing stamps, obtainable from the Department. Packages insufficiently stamped will be charged the difference between the amount represented by the labels affixed and the full ordinary parcel rates, and the Department will not be responsible for any delay which may arise in consequence.
- (d.) A declaration that the parcels do not contain other than the articles mentioned above must also be printed or plainly written on the address, thus: "Newspapers only," "Stereotype Casts only," as the case may be.
- (e.) The Department reserves the right to open and examine packages.

(f.) RATES.

Lb.	Not exceeding		151 Miles or Over.
	75 Miles.	150 Miles.	
	s. d.	s. d.	s. d.
3	0 3	0 4	0 5
7	0 4	0 5	0 6
14	0 6	0 7	0 8
28	0 8	0 9	0 11
42	0 11	1 0	1 1
56	1 0	1 3	1 4
84	1 4	1 9	2 3
112	1 8	2 4	2 8

(g.) Single newspapers will be conveyed, irrespective of distance, at the uniform charge of $\frac{1}{4}$ d. per copy.

2. Newspaper-proprietors who so desire may forward their newspapers under the following conditions, instead of at the foregoing rates :—

- (a.) Packages will not be stamped, but the newspaper-proprietor will send to the railway-station with each lot of newspapers a consignment-note or other form of approved list showing the number of packages for each station, together with the total weight of the whole consignment.
- (b.) The charges for conveyance of such packages will be computed at the rate of 3s. per hundredweight on the gross weight for each week from each forwarding station irrespective of the distance the packages are carried.

3. Letters for newspaper-proprietors containing *bona fide* press matter for publication, when so endorsed, will be conveyed, irrespective of distance, at the uniform charge of 1d. per letter.

15. Horses, &c.

1. The Department does not undertake to forward horses by any particular train. The owners of horses must provide means of securing them in the horse-box, and the Department will not be responsible for any injuries sustained through their breaking loose or otherwise, nor will it undertake to carry unbroken or vicious horses.

2. Horses must be loaded and unloaded by the owners at their own risk and responsibility. Except as may be otherwise arranged by the Department they must be loaded and consigned not less than half an hour before the due time of departure of the train by which they are intended to be conveyed in each case.

3. Requisitions for trucks for horses must be made at least twenty-four hours before the vehicles are required.

4. The Department reserves the right to load or have loaded into any truck the full number of horses which such truck is designed to carry.

5. Horses will be charged as follows, except as otherwise specified :—

	For any Distance not exceeding 10 Miles.	For every Mile after the First 10 Miles.
A single horse	s. d. 11 6	s. d. 0 5
Each additional horse belonging to the same owner ..	s. d. 8 6	s. d. 0 4

6. Except as otherwise provided entire horses not under two years old will be charged rate and a half, but if allowed to travel in the same horse-box with an additional horse belonging to the same owner ordinary rates will be charged. For the purposes of this regulation each half of a Ug truck shall be deemed to be a separate truck.

7. When separate horse-boxes are required for more than one entire horse forming part of the same consignment, each such horse will be charged rate and a half of the single-horse rate as specified in paragraph 5 of this regulation.

8. Stallions travelling on circuit for stud purposes during the breeding season, whether requiring the exclusive use of a horse-box or not, will be charged from station to station at the same rate as an ordinary horse, provided a certificate in the following form, signed by the owner or groom in charge, is endorsed on the consignment-note :—

I hereby certify that the stallion [Name] entered hereon is travelling from Station to Station on circuit for stud purposes only.

9. Ponies not exceeding 14 hands in height, foals one year old and under, mules and asses, will be charged two-thirds rate. Minimum charge as for one horse.

10. Horses, ponies, foals, mules and asses, when conveyed in cattle-trucks will be charged at the rate for cattle in truck-loads or at the rate for horses, ponies, foals, mules, or asses (as the case may be) when conveyed in horse-boxes if cheaper.

11. Where a Ug wagon is supplied for the conveyance of horses by other than express, mail, or passenger trains at the request of the owner, double rates will be charged for each horse conveyed therein unless the horse-box is fully loaded, provided, however, that the total charge is not to exceed the charge as for such wagon fully loaded. The Department does not undertake to provide Ug wagons.

12. Horses conveyed in Ug trucks by express, mail, or passenger trains, will be charged as follows for the full distance travelled by rail, each horse :—

	s.	d.
For the first 10 miles	15	0
For each additional mile	0	6

13. In every case the minimum charge for a Ug wagon by an express, mail, or passenger train will be as for four horses at the rates specified in the last preceding paragraph.

14. Where the owner of a horse conveyed in a Ug wagon by an express, mail, or passenger train is at his own request granted the exclusive use of the half of a Ug wagon for his horse the charge will be as for three horses at the rates specified in paragraph 12 of this regulation.

15. The Department reserves to itself the right to decline to convey horses by express, mail, or passenger trains, and will not convey them by such trains when loaded in four-wheeled vehicles. When the conveyance of horses by any such train necessitates the running of an extra engine, the Department reserves the right to require payment in respect of the running of such engine (additional to the charges provided for in this regulation) at a rate not exceeding 3s. 6d. per mile for the actual distance (both ways) run by such engine.

16. Racehorses, hunters, or polo-ponies, travelling to and from race or hunt-club meetings or polo-matches, will be charged as follows :—

(a.) To the races, hunt meeting, or polo-match—Ordinary rates (according to the class of truck used and the train by which conveyed), provided that in cases where a separate G wagon is desired by the owner rate and a half will be charged.

(b.) From the races, hunt meeting, or polo-match, if sold—Ordinary rates. If unsold they will be conveyed from the original destination station to the original forwarding station at half rates on production of a certificate in the following form, signed by the secretary of the jockey, hunt, or polo club and the owner or trainer of the horses :—

For Racehorses.

To the Stationmaster,
I hereby certify that the racehorses* entered and accepted for the † race meeting, and that they are returning from the races unsold.

, Secretary { Jockey } Club.
 { Racing }

I hereby certify that the racehorses* are kept and used for racing purposes only, that they were, on the outward journey, conveyed by rail from Station to Station, on , for the purpose of competing at the † race meeting, and are now returning from the meeting unsold, and that I am entitled to have them conveyed by rail from Station to Station at half rates.

, Owner or Trainer.

* Insert names of racehorses.

† Name of meeting.

For Hunters or Polo-ponies.

I hereby certify that the (a) _____, the property of Mr. _____, took part in the (b) _____

_____, Master of Hunt.
_____, Secretary, Polo Meeting.

I hereby certify that the (a) _____, were on the outward journey conveyed by rail to _____, consigned by me for conveyance by rail to _____, were on the outward journey conveyed by rail from _____ to _____ on _____, and are now returning from the meeting unsold, and that I am entitled to have them conveyed by rail from _____ Station to _____ Station at half rates. _____, Owner.

(a) Insert number of horses, and whether hunters or polo-ponies. (b) Name of hunt or polo meeting.

- (d.) The return journey must be made within two months of the date of the journey to the town where the race or hunt meeting or polo-match meeting was held, and not later than fourteen days from the last day of the race or hunt-club meeting or polo-match.
- (e.) When racehorses, hunters, or polo-ponies for one consignee are booked two in a box going to the race or hunt meeting or polo-match, they must be returned together loaded in one box, otherwise freight at ordinary rates will be charged for the additional box used for the return journey.
- (f.) Racehorses, hunters, or polo-ponies, which on the outward journey have been conveyed in Ug trucks by express, mail, or passenger trains will, when returning from the races, hunt meeting, or polo-match by other than express, mail, or passenger trains be conveyed at half rates, under the same conditions as horses conveyed by other than express, mail, or passenger trains. When horses or ponies have been conveyed on the outward journey by ordinary trains and are returned by express, mail, or passenger trains, full rates will be charged for the return journey less half the amount of the railage paid in respect of the outward journey.

17. Where special trains are run to convey racehorses, hunters, or polo-ponies to or from race or hunt meetings or polo-matches the minimum charge will be as for forty horses at express-train rates, computed on the mileage special train is run.

(For general regulations re carriage of live-stock see Regulation 7, Part VII.)

16. Carriages and Motor-vehicles.

1. Carriages will be charged as follows :—

	For any Distance not exceeding 10 Miles.	For every Mile after the First 10 Miles.
	s. d.	s. d.
Two-wheeled carriages, either set up or in pieces, each	13 6	0 5
Four-wheeled carriages, either set up or in pieces, each	15 0	0 6

2. When two or more carriages, either set up or in pieces, consigned from one consignor to one consignee, are loaded together in one four-wheeled truck they will be charged full rates for the first carriage and half rates for each additional carriage. Where carriages loaded in a four-wheeled truck comprise four-wheeled and two-wheeled vehicles, a four-wheeled carriage must be considered to be the first carriage, and full rates charged thereon, the remaining carriages being charged half rates for four-wheeled or two-wheeled carriages respectively.

3. A bogie truck will for the purposes of the preceding paragraph be treated as two four-wheeled trucks.

4. Motor-chassis or motor-wagons not exceeding 25 cwt. and motor-cars which can be loaded in a four-wheeled wagon will be charged at the same rate as a four-wheeled carriage; if a bogie wagon is required, double the four-wheeled carriage rate will be charged.

5. Motor-chassis or motor-wagons exceeding 25 cwt., and motor-buses will be charged as follows :—

	s.	d.
For any distance not exceeding 10 miles	20	0
For every mile after the first 10 miles	0	8

If a bogie wagon is required double rates will be charged.

6. The Department may require loading, unloading, and covering of carriages, motor-chassis, motor-cars, motor-wagons, or motor-buses to be performed by owner.

7. Where covers are supplied for carriages or motor-vehicles, a charge as per Regulation 31, Part III, will be made. If consignors or owners supply their own covers the covers will be conveyed free of charge on the outward journey and when being returned from the original destination station to the original forwarding station.

8. Motor-vehicles charged with petrol or other motor-spirit will be accepted for conveyance by rail only if the petrol-connections are tight and the petrol is cut off between the vacuum-tank and the carburettor. Motor-vehicles which are not fitted with "cut-off" cocks between the tank and the carburettor will not be accepted for conveyance unless all motor-spirit has been removed from the tank.

9. The Department reserves the right to decline to convey any motor-vehicle unless all the petrol is removed therefrom.

17. Dogs.

1. Dogs must be distinctly addressed with the name of the consignee and the station to which they are proceeding, and, except when accompanying passengers, must be delivered to the Department and consigned not less than thirty minutes before the due time of departure of the train by which they are to be forwarded.

2. The Department reserves the right to require that any dog presented for carriage by rail shall be efficiently muzzled or confined in a cage, box, or other suitable receptacle so as to prevent such dog from biting any person. The Department will not be liable for the loss of any dog if such loss arises directly or indirectly from any tendency on the part of such dog to bite any person.

3. Dogs not secured in hampers, crates, or boxes must be provided with efficient chains and collars, or other suitable means of tether.

4. Passengers accompanied by dogs must obtain a dog ticket at least fifteen minutes before the due time of departure of the train, excepting when the journey is commenced from a station at which there is no Stationmaster, when the passenger will obtain a dog ticket from the guard of the train. The ticket must be given up at the end of the journey before the dog is delivered. Owners must see their dogs safely placed in the train.

5. Dogs will be transported by express, mail, or passenger trains only when there is sufficient space or facilities in the guard's van for their accommodation.

6. Passengers or consignees must take delivery of dogs immediately on the arrival of the train at the destination station, failing which the dogs will be held by the Department at the sole risk and responsibility of the owner. A charge of 3d. per day or portion of a day will be made for each animal which is not taken delivery of immediately on arrival at the destination station. In addition to this charge owners will require to pay any charge that may have been incurred for food, veterinary charges, and the like.

7. The Department will not be liable for loss when a dog escapes through the slipping of the collar or the breakage of the chain, collar, or such other means of tether by which it is secured unless the dog is carried at railway risk as provided in paragraph 4 of Regulation 3, Part VII, of Tariff.

8. Dogs will not be allowed in carriages.

9. Dogs, including dogs secured in hampers, crates, or boxes, will be charged as follows:—

Miles.	s.	d.	Miles.	s.	d.
1 to 25	..	0 8	151 to 175	..	4 8
26 „ 50	..	1 4	176 „ 200	..	5 4
51 „ 75	..	2 0	201 „ 225	..	6 0
76 „ 100	..	2 8	For each additional		
101 „ 125	..	3 4	50 miles or fraction		
126 „ 150	..	4 0	thereof..	..	0 8

10. Each additional dog in excess of twelve dogs in the same consignment will be charged half-rates.

11. Where the charge for a dog secured in hamper, crate, or box, computed at parcel rate, is greater than the foregoing rates, parcel rate will be charged.

12. The charges on dogs must be prepaid.

13. Puppies, or slut and puppies, properly secured in hampers, crates, or boxes, so as to prevent injury to other goods, will be charged at parcel rates.

14. Hounds when conveyed in cattle-trucks will be charged at the rate for cattle in truck loads or at the rate for dogs, whichever is the cheaper.

15. Hounds, the property of hunt clubs, conveyed on the outward journey by rail will be returned at half rates from the original destination-station to the original forwarding-station on production of a certificate in the following form, signed by the secretary or other authorized officer of the club owning the hounds:—

I hereby certify that the (a) are kept and used for hunting purposes only, and that they were, on the outward journey, conveyed by rail from Station to Station on for the purpose of taking part at the (b) hunt meeting, and are now returning from the meeting unsold, and that I am entitled to have them conveyed by rail from Station to Station at half rates.

....., Secretary [or other authorized officer of hunt club].

(a) Insert number of hounds.

(b) Insert name of hunt meeting.

16. The return journey must be made within two weeks of outward journey.

17. When hounds are sent to the hunt in trucks with hunters they must be returned in the same manner, otherwise ordinary rates will be charged for the return journey.

18. Live Poultry, Rabbits, or other Small Animals.

Live Poultry, rabbits, or other small animals, properly secured in crates or baskets so as to prevent injury to other goods, will be carried at parcel rates. Crates, &c., weighing more than 1½ cwt. gross will be charged rate and a quarter.

19. Stud Stock for Breeding Purposes.

1. Dogs consigned for breeding purposes will, if returned within three months, and stallions and brood mares consigned for breeding purposes, if returned within five months, from the original consignee and receiving-station to the original consignor and forwarding-station, be conveyed back free of charge, provided that certificates in the following form, and signed by the consignor in each case are endorsed in the consignment-notes:—

On outward journey—

(a.) I hereby certify that the* entered hereon is proceeding to stand for stud purposes only, and will not be travelled on circuit.

Homeward journey—

(b.) I hereby certify that the* entered hereon has stood at solely for stud purposes, and that it was conveyed by rail from† to‡ on§, and has not been travelled on circuit since that date.

* Insert "stallion," "brood mare," &c., as required. † Insert name of original consignor and sending-station. ‡ Insert name of original consignee and receiving-station. § Insert date.

2. Unweaned foals under one year old (accompanying brood mares) will be conveyed free, provided the use of an extra truck is not required.

20. Homing-pigeons.

1. Homing-pigeons sent to a station to be liberated for a race or for training will be conveyed by trains other than express, mail, or passenger trains at half parcel rates on production of a certificate from the secretary of the club to which the owners belong in the following form:—

I hereby certify that the pigeons to the number of _____ consigned from _____ to _____ on _____ are the property of members of _____ Club, and are being forwarded to _____ for the purpose of competing in a race [or for training].

2. Pigeons conveyed by express, mail, or passenger trains will be charged ordinary parcel rates.

3. The empty hampers or boxes will be returned free to the sending-station, and will be conveyed at owners' risk.

21. Fruit, Vegetables, Mushrooms, and Nuts.

1. The maximum charges for fresh fruit, vegetables, mushrooms, and nuts grown and packed in New Zealand (including the Cook Islands and Niue), whether conveyed as excess luggage or as parcels, will be as follows for any distance:—

	s.	d.
Not exceeding 56 lb.	0	8
Over 56 lb., but not exceeding 112 lb.	1	4
For each additional 56 lb., or fraction thereof, above 112 lb., and not exceeding 224 lb.	0	8

2. In addition to the foregoing charges, a charge of 6d. for each hundred-weight or part of a hundredweight will be made for fresh fruit, vegetables, mushrooms, and nuts charged at these maximum rates, consigned as parcels or conveyed as excess luggage to Auckland, Frankton Junction, Hamilton, Wanganui, Wellington, Christchurch, Dunedin, or Invercargill.

22. Dead Game, Dead Hares, Dead Rabbits, and Fresh Fish.

1. The maximum charges for dead game, dead hares, dead rabbits, and fresh fish will be as follows for any distance:—

	s.	d.
Not exceeding 7 lb.	0	8
Over 7 lb., but not exceeding 14 lb.	1	4
Over 14 lb., but not exceeding 28 lb.	2	0

2. In addition to the foregoing charges, a charge of 6d. for each 28 lb. or part of 28 lb. will be made for dead game, dead hares, dead rabbits, and fresh fish charged at these maximum rates, consigned to Auckland, Frankton Junction, Hamilton, Wanganui, Wellington, Christchurch, Dunedin, or Invercargill.

23. Milk and Cream.

1. The charges for the conveyance of milk or cream will be as follows:—

For distances of not more than 11 miles	½d. per gallon.
For distances over 11 miles but not over 21 miles	¾d. „
For distances over 21 miles but not over 31 miles	1d. „
For each additional 30 miles or fraction thereof over 31 miles	¾d. „

2. Milk or cream consigned to butter-, cheese-, or milk-condensing factories and to or from creameries will be charged ¾d. per gallon for distances of 15 miles and under, 1d. per gallon for the next 15 miles, and 1½d. per gallon for each additional 30 miles or fraction thereof.

3. The foregoing charges are subject to an increase of one-tenth, with a minimum increase of 2d. in each case.

4. The minimum railage charge for each consignment under this regulation will be 8d.

5. Milk and cream will be carried at these rates only at owners' sole risk and the Department may require all loading or unloading to be performed by the consignor or consignee. For all loading or unloading performed by the Department 3d. per can will be charged in addition to the railage charge for conveyance.

6. Returned empty milk or cream cans will be returned free, but at the sole risk of owners, who must do all loading and unloading.

7. The charges will in each case be computed on the capacity of the can, and each can must be legibly marked with the capacity thereof (in gallons), and the name of the owner, and the station from which he consigns the can.

8. Test-boxes containing samples of milk or cream sent to central offices for testing-purposes will be conveyed at the rate specified in paragraph 2 of this regulation. When returning empty they will be carried free on the same conditions as returned empty milk-cans.

9. Where milk is sent by rail to dairy factories, and the consignors of the milk have their skim-milk sent back to them, the skim-milk will be conveyed free of charge in their cans returning from the factory.

10. Humanized milk will be charged the rates in paragraph 1 of this regulation and carried under the same conditions as milk.

11. Preserved milk, New Zealand manufacture, in cans will be carried under the same conditions and charged at the same rates as milk, paragraph 1 of this regulation, but the returned empty cans will be charged for under Regulation 23, Part III.

24. Corpses.

1. The charge for the conveyance of corpses will be 8d. each per mile. Minimum, £1 7s.

2. Corpses will be accepted for carriage by express, mail, or passenger trains only at the option of the Department and after arrangements have been made with the District Manager. All corpses so carried will be charged 1s. 4d. each per mile; minimum charge, £2 14s.

3. When the conveyance of a corpse by any express, mail, or passenger train necessitates the running of an extra engine, the Department reserves the right to require the payment in respect of the running of such engine (additional to the charges provided for in this regulation) at a rate not exceeding 3s. 6d. each per mile for the actual distance (both ways) run by such engine.

25. LOCAL RATES AND REGULATIONS.

Except as hereinafter provided, luggage, parcels, horses, &c., will be conveyed at the rates, and subject to the general regulations, specified in the preceding provisions of Part II.

THROUGH BOOKING, NORTH ISLAND MAIN LINE AND BRANCHES AND PORTS ON THE KAIPARA.

1. Parcels, horses, carriages, &c., booked through between stations on the North Island main line and branches and ports on the Kaipara will be charged at the following rates for conveyance by steamer, in addition to the railway rates and charges to or from Helensville as specified in Parts II and VI hereof:—

	To or from Dargaville, Naumai, Mangawhare, Turiwhiri, Aratapu, Mititai, Arapohue, Bradley's Landing, Horehore, Rope's Wharf, Te Kopuru, Tatarariki, Tokatoka, Tikinui, Raupo, Ruawai, Tangaihi, Poulo, Beacon Point, South Head.	To or from Slade's Wharf, Williams Wharf, Vineries, Hoanga South, Harding's Wharf, Tangowahine, Hoanga North, Kohuroa, O'Shea's Wharf, Mangarata, Mapuna, Pukchua, Allen's Wharf, Kirikopuni, Tangiteroria.
	s. d.	s. d.
Charge for all parcels up to 1½ cwt.	1 6	2 0
Parcels exceeding 1½ cwt., goods rates	.. ..	.. ..
Horses, each	25 0	30 0
Dogs, each	2 0	2 0
Perambulators, each	4 0	5 0
Velocipedes, each	7 6	7 6
Bicycles, each	2 6	2 6
Motor-bicycles, each	7 6	7 6
Motor-bicycle and side-car	10 0	10 0
Motor-cars, each	50 0	50 0
Carriages, two-wheeled, either set up or in pieces	20 0	25 0
Carriages, four-wheeled, either set up or in pieces	35 0	40 0

2. All charges on parcels, horses, carriages, &c., consigned to ports on the Kaipara, or from ports on the Kaipara to stations on the North Island main line and branches where no Stationmaster is in charge, must be prepaid.

3. These charges are exclusive of the cost of transshipment and delivery on the Dargaville-Tangiteroria service.

4. The Department is not responsible for steamer services, and is not answerable for their fulfilment.

THROUGH BOOKING, NORTH ISLAND MAIN LINE AND BRANCHES AND PORTS ON THE MANUKAU HARBOUR.

5. Parcels, carriages, &c., booked through between stations on the North Island main line and branches and ports on the Manukau Harbour will be charged at the following rates for conveyance by steamer, in addition to the railway rates and charges to or from Onehunga Wharf as specified in Parts II and VI hereof:—

	s. d.
Bicycles, each	2 0
Bicycles, motor, each	5 0
Carriages, two-wheeled, either set up or in pieces, each	20 0
Carriages, four-wheeled, either set up or in pieces, each	20 0
Corpses, each	20 0
Cream, 5 gallons, per can	0 6
Cream, 5 to 10 gallons, per can	0 9
Cream, over 10 gallons, per can	1 0
Dogs, each	2 6
Horses, each	20 0
Milk-cans, each	0 6
Parcels, not exceeding 14 lb., each	0 9
Parcels, over 14 lb. and not exceeding 56 lb., each	1 0
Perambulators, each	2 6

Minimum charge, except for parcels, 1s.

6. All charges on parcels, carriages, &c., consigned to ports on the Manukau Harbour, or from ports on the Manukau Harbour to stations on the North Island main line and branches where no Stationmaster is in charge, must be prepaid.

7. The Department is not responsible for steamer services, and is not answerable for their fulfilment.

NEW PLYMOUTH BREAKWATER LINE.

8. Carriages and motor-vehicles conveyed between New Plymouth Breakwater and New Plymouth Station will be charged as follows:—

	s. d.
For each two-wheeled vehicle	7 0
For each four-wheeled vehicle	10 0

WESTPORT SECTION.

9. Parcels between stations on the main line (Waimangaroa Junction excepted) and stations on the Waimangaroa Branch line will be charged 3d. per parcel, in addition to the ordinary parcel rates.

PART III.—GOODS.

I. CLASSIFIED RATES.

Dis- tances, Miles.	A.		B.		C.		D.		E.		F.		H. Undumped, per Bale.	
	Per Ton.	s. d.	Per Ton.	s. d.	Per Ton.	s. d.	Per Ton.	s. d.	Per Ton.	s. d.	Per Ton.	s. d.		
1	s. d.	6 4	s. d.	5 7	s. d.	5 7	s. d.	5 7	s. d.	3 2	s. d.	1 8	s. d.	1 3
2	6 4	4 4	5 7	7 7	5 7	7 7	5 7	7 7	3 6	6 6	1 1	8 8	1 1	3 3
3	6 4	4 4	5 7	7 7	5 7	7 7	5 7	7 7	3 6	6 6	1 1	8 8	1 1	3 3
4	6 4	4 4	5 7	7 7	5 7	7 7	5 7	7 7	3 6	6 6	1 1	8 8	1 1	3 3
5	7 0	6 4	6 6	5 1	6 6	5 1	5 10	5 10	3 6	6 6	1 1	9 9	1 1	3 3
6	7 8	8 5	7 7	0 8	6 8	8 8	6 4	4 4	3 6	6 6	1 10	1 10	1 1	3 3
7	8 5	9 1	8 5	8 8	7 7	3 3	6 6	9 9	3 6	6 6	2 0	2 0	1 1	3 3
8	9 1	9 10	8 5	7 10	8 8	5 5	7 8	7 8	3 6	6 6	2 0	2 0	1 1	3 3
9	9 10	10 6	9 1	8 5	9 9	0 0	8 8	8 2	3 6	6 6	2 1	2 1	1 1	3 3
10	10 6		10 6	9 10	9 9	0 0	8 8	8 2	3 6	6 6	2 1	2 1	1 1	3 3
11	11 2		10 6	6 6	9 7	7 7	8 8	8 8	6 6	6 6	2 2	2 2	1 1	3 3
12	11 11		11 11	11 2	10 10	2 2	9 9	1 1	3 3	9 9	2 2	2 2	1 1	3 3
13	12 7		12 7	11 11	10 9	10 9	9 9	7 7	3 3	9 9	2 2	2 2	1 1	4 4
14	13 4		13 4	12 7	11 4	11 4	10 10	10 6	4 4	0 2	2 2	2 2	1 1	4 4
15	14 0		14 0	13 4	11 11	11 11	10 10	10 6	4 4	0 2	2 2	2 2	1 1	6 6
16	14 11		14 11	14 0	12 6	6 6	11 5	0 5	5 5	7 7	2 8	2 8	1 1	7 7
17	15 10		15 10	14 8	13 1	1 1	11 11	11 11	4 4	7 7	2 10	2 10	1 1	8 8
18	16 10		16 10	15 5	13 8	8 8	12 4	11 4	4 4	11 2	2 11	2 11	1 1	9 9
19	17 9		17 9	16 1	14 3	3 3	12 4	12 4	5 5	10 2	3 3	3 3	1 1	11 11
20	18 8		18 8	16 10	14 10	10 10	12 10	12 10	5 5	2 2	3 3	3 3	2 2	11 11
21	19 7		19 7	17 6	15 5	5 5	13 4	4 4	4 4	3 3	3 3	3 3	2 2	0 0
22	20 6		20 6	18 2	16 0	0 0	13 9	9 9	5 5	6 6	3 3	3 3	2 2	1 1
23	21 6		21 6	18 11	16 7	7 7	14 3	3 3	5 5	9 9	3 3	3 3	2 2	2 2
24	22 5		22 5	19 7	17 2	2 2	14 8	8 8	5 5	10 1	3 3	3 3	2 2	4 4
25	23 4		23 4	20 4	17 9	9 9	15 2	2 2	6 6	1 1	3 3	3 3	2 2	5 5
26	24 3		24 3	21 0	18 2	2 2	15 8	8 8	6 6	4 4	3 10	3 10	2 2	6 6
27	25 2		25 2	21 8	18 9	9 9	16 1	1 1	6 6	5 5	4 4	4 4	2 2	7 7
28	26 2		26 2	22 5	19 3	3 3	16 7	7 7	6 6	8 8	4 4	4 4	2 2	9 9
29	27 1		27 1	23 1	19 10	10 10	17 0	0 5	6 6	9 9	4 4	4 4	2 2	10 10
30	28 0		28 0	23 10	20 4	4 4	17 5	5 5	6 6	0 0	4 4	4 4	2 2	11 11
31	28 11		28 11	24 6	20 11	11 11	17 9	9 9	7 7	3 3	5 5	5 5	3 3	0 0
32	29 10		29 10	25 2	21 4	4 4	18 1	1 1	7 7	4 4	4 4	4 4	3 3	2 2
33	30 10		30 10	25 11	21 11	11 11	18 5	5 5	7 7	6 6	4 4	4 4	3 3	3 3
34	31 9		31 9	26 7	22 6	6 6	18 9	9 9	7 7	7 7	4 4	4 4	3 3	4 4
35	32 8		32 8	27 4	23 1	1 1	19 2	2 2	7 7	8 8	4 4	4 4	3 3	5 5
36	33 7		33 7	28 0	23 8	8 8	19 6	6 6	7 10	10 10	4 4	4 4	3 3	5 5
37	34 6		34 6	28 8	24 3	3 3	19 10	10 10	7 11	11 11	4 4	4 4	3 3	7 7
38	35 5		35 5	29 5	24 10	5 5	20 2	2 6	8 8	1 2	4 4	4 4	3 3	8 8
39	36 5		36 5	30 1	25 5	5 5	20 6	6 6	8 8	1 1	4 4	4 4	3 3	9 9
40	37 1		37 1	30 10	26 0	0 0	20 11	11 11	8 8	3 3	4 4	4 4	3 3	9 9
41	37 10		37 10	31 6	26 7	7 7	21 3	3 8	8 8	5 5	5 5	5 5	3 10	10 10
42	38 6		38 6	32 2	27 2	2 2	21 7	7 7	8 8	6 6	0 0	0 0	4 4	0 0
43	39 2		39 2	32 11	27 9	9 9	22 11	11 3	8 8	8 8	5 5	5 5	4 4	1 1
44	39 11		39 11	33 7	28 7	7 7	22 3	3 8	8 8	9 9	5 5	5 5	4 4	2 2
45	40 7		40 7	34 4	29 2	2 2	22 22	22 8	10 10	10 10	5 5	5 5	4 4	3 3

CLASSIFIED RATES—continued.

Distance.	K.	M.	N.	P.	Q.	R.
Miles.	Per 100 Superdial Feet.	Single- and Double-floor, per Truck.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
1	s. d. 0 11	s. d. 22 7	s. d. 3 6	s. d. 3 6	s. d. 2 6	s. d. 3 6
2	0 11	22 7	3 6	3 6	2 6	3 6
3	0 11	22 7	3 6	3 6	2 6	3 6
4	0 11	22 7	4 11	3 6	2 6	3 6
5	0 11	22 7	4 11	3 6	2 6	3 6
6	0 11	22 7	4 11	3 6	2 6	3 6
7	0 11	22 7	4 11	3 6	2 6	3 6
8	0 11	22 7	4 11	3 6	2 6	3 6
9	0 11	22 7	4 11	3 6	2 6	3 6
10	0 11	22 7	4 11	3 6	2 6	3 6
11	1 1	22 7	4 11	3 6	2 6	3 6
12	1 2	22 7	4 11	3 6	2 6	3 6
13	1 3	22 7	5 5	3 9	2 8	3 9
14	1 5	22 7	5 5	4 4	2 10	3 11
15	1 6	22 7	5 5	4 4	3 0	3 11
16	1 8	22 7	5 10	4 5	3 2	4 3
17	1 9	22 7	6 6	4 7	3 5	4 6
18	1 9	22 7	6 6	4 9	3 6	4 7
19	1 10	22 7	6 6	4 11	3 9	4 10
20	1 10	22 7	6 9	5 2	3 10	5 0
21	2 0	23 4	7 7	5 5	4 1	5 3
22	2 0	24 10	7 7	5 6	4 2	5 4
23	2 0	25 8	7 7	5 9	4 5	5 7
24	2 1	26 4	7 11	6 1	4 7	5 9
25	2 1	27 1	8 2	6 4	4 8	5 10
26	2 1	27 10	8 5	6 5	4 9	5 11
27	2 3	28 7	8 8	6 8	4 11	6 1
28	2 3	29 5	8 10	6 9	5 0	6 3
29	2 3	30 1	9 1	7 0	5 2	6 5
30	2 4	30 10	9 4	7 3	5 3	6 6
31	2 4	31 8	9 7	7 4	5 4	6 7
32	2 4	32 2	9 10	7 7	5 6	6 9
33	2 5	33 3	10 3	7 7	5 7	6 10
34	2 5	33 10	10 3	7 11	5 10	7 1
35	2 5	34 7	10 6	8 2	5 11	7 3
36	2 7	35 5	10 9	8 3	6 1	7 5
37	2 7	36 1	11 0	8 6	6 2	7 6
38	2 8	36 11	11 2	8 8	6 4	7 7
39	2 8	37 8	11 5	8 10	6 5	7 9
40	2 8	38 4	11 8	9 1	6 6	7 10
41	2 8	39 11	12 2	9 3	6 8	8 0
42	2 10	40 8	12 4	9 5	6 9	8 1
43	2 10	41 5	12 7	9 7	6 11	8 4
44	2 11			9 10		8 5
45	2 11					

CLASSIFIED RATES—continued.

Dis- tance. Miles.	A.		B.		C.		D.		E.		F.		Undumped, Per Bale.	
	Per Ton.	s. d.	Per Ton.	s. d.	Per Ton.	s. d.	Per Ton.	s. d.	Per Ton.	s. d.	Per Ton.	s. d.		
46	41	4	35	0	29	9	23	0	9	0	5	3	4	5
47	42	0	35	8	30	4	23	4	9	1	5	4	4	6
48	42	8	36	5	30	11	23	8	9	3	5	4	4	7
49	43	5	37	0	31	6	24	0	9	4	5	6	4	8
50	44	1	37	7	32	1	24	5	9	5	5	6	4	10
51	44	10	38	2	32	8	24	9	9	7	5	7	4	11
52	45	6	38	9	33	3	25	1	9	8	5	5	5	0
53	46	2	39	4	33	10	25	5	9	10	5	9	5	1
54	46	11	39	11	34	4	25	9	9	11	5	9	5	3
55	47	7	40	6	34	9	26	2	10	0	5	10	5	4
56	48	4	41	1	35	3	26	6	10	2	5	10	5	5
57	48	11	41	6	35	7	26	10	10	3	5	11	5	6
58	49	6	42	0	35	11	27	2	10	10	5	11	5	6
59	50	1	42	6	36	3	27	6	10	5	6	1	5	6
60	50	8	42	11	36	8	27	11	10	7	6	1	5	8
61	51	3	43	5	37	0	28	3	10	9	6	2	5	8
62	51	10	43	10	37	4	28	7	10	10	6	2	5	9
63	52	5	44	4	37	8	28	11	11	0	6	4	5	9
64	53	0	44	10	38	0	29	3	11	1	6	4	5	9
65	53	7	45	3	38	5	29	8	11	2	6	5	5	9
66	54	2	45	9	38	9	30	0	11	4	6	5	5	10
67	54	9	46	2	39	1	30	4	11	5	6	6	5	10
68	55	4	46	8	39	5	30	8	11	7	6	6	5	11
69	55	11	47	0	39	9	31	0	11	8	6	8	5	11
70	56	3	47	4	40	2	31	3	11	9	6	8	5	11
71	56	8	47	9	40	6	31	6	11	11	6	9	6	1
72	57	2	48	1	40	10	31	9	11	11	6	9	6	1
73	57	8	48	5	41	1	32	0	12	0	6	11	6	2
74	58	1	48	9	41	4	32	2	12	0	6	11	6	2
75	58	7	49	1	41	6	32	5	12	2	7	0	6	2
76	59	0	49	6	41	9	32	8	12	2	7	0	6	3
77	59	6	49	10	42	0	32	11	12	3	7	1	6	3
78	60	0	50	2	42	3	33	2	12	3	7	1	6	3
79	60	5	50	6	42	6	33	4	12	4	7	3	6	4
80	60	11	50	10	42	8	33	7	12	4	7	3	6	4
81	61	4	51	3	42	11	33	9	12	6	7	4	6	4
82	61	10	51	7	43	2	33	11	12	6	7	4	6	6
83	62	4	51	11	43	5	34	1	12	7	7	6	6	6
84	62	9	52	3	43	8	34	4	12	7	7	6	6	6
85	63	3	52	7	43	10	34	5	12	9	7	7	6	7
86	63	8	53	0	44	1	34	8	12	9	7	7	6	7
87	64	2	53	4	44	4	34	9	12	10	7	8	6	7
88	64	8	53	8	44	7	35	0	12	10	7	8	6	8
89	65	1	54	0	44	10	35	1	12	11	7	10	6	8
90	65	7	54	4	45	0	35	4	12	11	7	10	6	8
91	65	11	54	9	45	5	35	6	13	1	7	11	6	9
92	66	3	55	1	45	7	35	8	13	13	7	11	6	9
93	66	7	55	5	45	10	35	10	13	2	8	1	6	11
94	67	0	55	9	46	0	36	1	13	2	8	1	6	11
95	67	4	56	0	46	2	36	2	13	4	8	2	6	11

CLASSIFIED RATES—continued.

Distance.	K.	M.	N.	P.	Q.	R.
Miles.	Per 100 Superficial Feet.	Single- and Double-floor, per Truck.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
46	s. d. 2 11	s. d. 42 1	s. d. 12 10	s. d. 10 0	s. d. 7 7	s. d. 8 6
47	2 11	42 11	13 1	10 2	7 7	8 8
48	3 0	43 8	13 4	10 5	7 7	8 9
49	3 0	44 5	13 6	10 6	7 6	8 11
50	3 0	45 2	13 9	10 9	7 7	9 0
51	3 2	45 11	13 11	10 10	7 8	9 1
52	3 2	46 8	14 0	11 0	7 10	9 4
53	3 2	47 5	14 1	11 0	7 11	9 5
54	3 3	48 2	14 3	11 1	8 1	9 7
55	3 3	48 11	14 4	11 2	8 2	9 8
56	3 3	49 8	14 6	11 4	8 3	9 9
57	3 3	50 5	14 7	11 5	8 5	9 11
58	3 3	51 2	14 8	11 7	8 6	10 0
59	3 5	52 0	14 10	11 7	8 8	10 2
60	3 5	52 8	14 11	11 8	8 9	10 4
61	3 6	53 5	15 1	11 9	8 10	10 5
62	3 6	54 3	15 2	11 11	8 10	10 5
63	3 6	54 11	15 3	11 11	9 0	10 7
64	3 7	55 5	15 5	12 0	9 0	10 7
65	3 7	55 5	15 6	12 2	9 1	10 8
66	3 9	57 2	15 8	12 3	9 1	10 8
67	3 9	58 0	15 9	12 4	9 3	10 10
68	3 9	58 8	15 10	12 4	9 3	10 10
69	3 10	59 6	16 0	12 6	9 4	10 11
70	3 10	60 3	16 1	12 7	9 4	11 0
71	3 10	60 9	16 3	12 9	9 5	11 1
72	4 0	61 2	16 4	12 10	9 5	11 1
73	4 0	61 9	16 5	12 11	9 7	11 3
74	4 1	62 2	16 7	12 11	9 7	11 3
75	4 1	62 9	16 8	13 1	9 8	11 4
76	4 1	63 3	16 10	13 1	9 8	11 5
77	4 4	63 8	16 10	13 2	9 10	11 5
78	4 4	64 3	16 11	13 2	9 10	11 5
79	4 4	64 8	16 11	13 4	9 11	11 7
80	4 4	65 3	17 0	13 4	9 11	11 7
81	4 2	65 9	17 2	13 4	10 0	11 7
82	4 2	66 3	17 2	13 5	10 0	11 7
83	4 2	66 9	17 3	13 5	10 2	11 7
84	4 2	67 2	17 3	13 6	10 2	11 9
85	4 2	67 9	17 3	13 6	10 3	11 9
86	4 2	68 3	17 5	13 6	10 3	11 9
87	4 4	68 9	17 5	13 8	10 5	11 9
88	4 4	69 3	17 6	13 8	10 5	11 10
89	4 4	69 8	17 6	13 9	10 6	11 10
90	4 4	70 3	17 7	13 9	10 6	11 10
91	4 4	70 9	17 7	13 9	10 7	11 10
92	4 4	71 3	17 9	13 11	10 7	12 1
93	4 4	71 9	17 9	13 11	10 9	12 1
94	4 4	72 3	17 10	14 0	10 9	12 1
95	4 4	72 9	17 10	14 0	10 10	12 1

CLASSIFIED RATES—continued.

Dis- tance.	A.		B.		C.		D.		E.		F.		H.	
	Per Ton.		Per Ton.		Per Ton.		Per Ton.		Per Ton.		Per Ton.		Undumped, per Bale.	
Miles.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
96	67	8	56	4	46	4	36	5	13	4	8	2	6	11
97	68	0	56	8	46	7	36	6	13	5	8	3	7	0
98	68	4	57	1	46	8	36	9	13	5	8	3	7	0
99	68	9	57	5	46	11	36	10	13	6	8	5	7	0
100	69	1	57	9	47	0	37	1	13	6	8	5	7	0
101	69	5	58	1	47	3	37	4	13	8	8	6	7	1
102	69	9	58	5	47	4	37	5	13	8	8	6	7	1
103	70	1	58	10	47	7	37	8	13	9	8	8	7	1
104	70	6	59	0	47	9	37	10	13	9	8	8	7	1
105	70	10	59	3	47	11	38	0	13	11	8	9	7	2
106	71	2	59	6	48	1	38	2	13	11	8	9	7	2
107	71	6	59	9	48	4	38	5	14	0	8	10	7	2
108	71	10	60	0	48	5	38	6	14	0	8	10	7	2
109	72	3	60	2	48	8	38	9	14	1	9	0	7	4
110	72	7	60	5	48	9	38	10	14	1	9	0	7	4
111	72	11	60	8	49	0	39	1	14	3	9	1	7	4
112	73	3	60	11	49	1	39	2	14	3	9	1	7	4
113	73	7	61	2	49	4	39	5	14	4	9	3	7	5
114	74	0	61	4	49	6	39	7	14	4	9	3	7	5
115	74	4	61	7	49	8	39	9	14	6	9	4	7	5
116	74	8	61	10	49	10	39	11	14	6	9	4	7	5
117	75	0	62	1	50	1	40	2	14	7	9	5	7	6
118	75	4	62	4	50	2	40	3	14	7	9	5	7	6
119	75	9	62	6	50	5	40	6	14	8	9	7	7	6
120	76	1	62	9	50	6	40	7	14	8	9	7	7	6
121	76	5	63	0	50	9	40	10	14	10	9	8	7	7
122	76	9	63	3	50	10	40	11	14	10	9	8	7	7
123	77	1	63	6	51	1	41	2	14	11	9	10	7	7
124	77	6	63	8	51	3	41	4	14	11	9	10	7	7
125	77	10	63	11	51	5	41	6	15	1	9	11	7	9
126	78	2	64	2	51	7	41	8	15	1	9	11	7	9
127	78	6	64	5	51	10	41	11	15	2	10	0	7	9
128	78	10	64	8	51	11	42	0	15	2	10	0	7	9
129	79	3	64	10	52	2	42	3	15	3	10	2	7	10
130	79	7	65	1	52	3	42	4	15	3	10	2	7	10
131	79	11	65	4	52	7	42	6	15	5	10	3	7	10
132	80	3	65	7	52	10	42	8	15	5	10	3	7	11
133	80	7	65	10	53	0	42	10	15	6	10	5	7	11
134	81	0	66	0	53	2	43	1	15	6	10	5	7	11
135	81	4	66	3	53	4	43	2	15	8	10	6	7	11
136	81	8	66	6	53	7	43	5	15	8	10	6	8	0
137	82	0	66	9	53	8	43	6	15	9	10	7	8	0
138	82	4	67	0	53	11	43	9	15	9	10	7	8	0
139	82	9	67	2	54	0	43	10	15	10	10	9	8	0
140	83	1	67	5	54	3	44	1	15	10	10	9	8	2
141	83	5	67	8	54	4	44	3	16	0	10	10	8	2
142	83	9	67	11	54	7	44	5	16	0	10	10	8	2
143	84	1	68	2	54	9	44	7	16	1	11	0	8	2
144	84	6	68	4	54	11	44	10	16	1	11	0	8	3
145	84	10	68	7	55	1	44	11	16	3	11	1	8	3
146	85	2	68	10	55	4	45	2	16	3	11	1	8	3
147	85	6	69	1	55	5	45	3	16	4	11	2	8	3
148	85	10	69	4	55	9	45	6	16	4	11	2	8	4
149	86	3	69	6	56	0	45	7	16	5	11	4	8	4
150	86	7	69	9	56	1	45	10	16	5	11	4	8	4

CLASSIFIED RATES—continued.

Distance.	K.	M.	N.	P.	Q.	R.
Miles.	Per 100 Superficial Feet.	Single- and Double-floor, per Truck.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
96	s. d. 4 5	s. d. 73 3	s. d. 18 0	s. d. 14 0	s. d. 10 10	s. d. 12 2
97	4 5	73 9	18 0	14 1	11 0	12 2
98	4 5	74 3	18 1	14 1	11 0	12 2
99	4 5	74 9	18 1	14 3	11 1	12 2
100	4 5	75 3	18 2	14 3	11 1	12 3
101	4 5	75 8	18 2	14 3	11 1	12 3
102	4 5	76 0	18 4	14 4	11 2	12 5
103	4 5	76 5	18 4	14 4	11 4	12 5
104	4 7	76 9	18 5	14 6	11 4	12 5
105	4 7	77 2	18 5	14 6	11 5	12 5
106	4 7	77 6	18 7	14 6	11 5	12 6
107	4 7	77 10	18 7	14 7	11 7	12 6
108	4 7	78 4	18 8	14 7	11 8	12 6
109	4 7	78 8	18 8	14 8	11 8	12 6
110	4 7	79 0	18 9	14 8	11 8	12 6
111	4 7	79 5	18 9	14 8	11 9	12 7
112	4 8	79 9	18 11	14 10	11 9	12 7
113	4 8	80 2	18 11	14 10	11 11	12 7
114	4 8	80 7	19 0	14 11	11 11	12 7
115	4 8	80 11	19 0	14 11	12 0	12 7
116	4 8	81 3	19 2	14 11	12 0	12 9
117	4 8	81 7	19 2	15 1	12 2	12 9
118	4 8	82 1	19 3	15 1	12 2	12 9
119	4 8	82 5	19 3	15 2	12 3	12 9
120	4 8	82 9	19 4	15 2	12 3	12 9
121	4 9	83 2	19 4	15 2	12 4	12 10
122	4 9	83 6	19 6	15 3	12 4	12 10
123	4 9	83 11	19 6	15 3	12 6	12 10
124	4 9	84 4	19 7	15 5	12 6	12 10
125	4 9	84 8	19 7	15 5	12 7	12 10
126	4 9	85 0	19 9	15 5	12 7	13 0
127	4 9	85 5	19 9	15 6	12 9	13 0
128	4 11	85 10	19 10	15 6	12 9	13 0
129	4 11	86 2	19 10	15 8	12 10	13 0
130	4 11	86 7	19 11	15 8	12 10	13 0
131	4 11	86 11	19 11	15 8	12 11	13 1
132	4 11	87 3	20 1	15 9	12 11	13 1
133	4 11	87 9	20 1	15 9	13 1	13 1
134	4 11	88 1	20 2	15 10	13 1	13 1
135	4 11	88 5	20 2	15 10	13 2	13 1
136	4 11	88 9	20 4	15 10	13 2	13 1
137	5 0	89 2	20 4	16 0	13 4	13 2
138	5 0	89 7	20 5	16 0	13 4	13 2
139	5 0	89 11	20 5	16 1	13 5	13 2
140	5 0	90 4	20 6	16 1	13 5	13 2
141	5 0	90 8	20 6	16 1	13 6	13 4
142	5 0	91 0	20 8	16 3	13 6	13 4
143	5 0	91 6	20 8	16 3	13 8	13 4
144	5 2	91 10	20 9	16 4	13 8	13 4
145	5 2	92 2	20 9	16 4	13 9	13 4
146	5 2	92 6	20 11	16 4	13 9	13 5
147	5 2	92 11	20 11	16 5	13 11	13 5
148	5 2	93 4	21 0	16 5	13 11	13 5
149	5 2	93 9	21 0	16 7	14 0	13 5
150	5 2	94 1	21 1	16 7	14 0	13 5

CLASSIFIED RATES—continued.

Dis- tance.	A.		B.		C.		D.		E.		F.		H. Undumped, per Bale.
	Per Ton.	s. d.	Per Ton.	s. d.	Per Ton.	s. d.	Per Ton.	s. d.	Per Ton.	s. d.	Per Ton.	s. d.	
180	92	5 5	74	2 2	59	0 0	48	9 9	18	2 2	13	1 1	8 9
185	93	7 7	75	0 0	59	7 7	49	4 4	18	7 7	13	5 5	8 10
190	94	9 9	75	11 11	60	2 2	49	11 11	18	9 9	13	8 8	9 0
195	95	11 11	76	9 9	60	9 9	50	6 6	19	2 2	14	0 0	9 1
200	97	1 1	77	8 8	61	4 4	51	1 1	19	4 4	14	3 3	9 2
205	98	3 3	78	6 6	61	11 11	51	8 8	19	9 9	14	7 7	9 3
210	99	5 5	79	5 5	62	6 6	52	3 3	19	11 11	14	10 10	9 3
215	100	7 7	80	3 3	63	1 1	52	10 10	20	4 4	15	2 2	9 5
220	101	9 9	81	2 2	63	8 8	53	5 5	20	6 6	15	5 5	9 6
225	102	11 11	82	0 0	64	3 3	54	0 0	20	11 11	15	9 9	9 7
230	104	1 1	82	11 11	64	10 10	54	7 7	21	1 1	16	0 0	9 8
235	105	3 3	83	9 9	65	5 5	55	2 2	21	6 6	16	4 4	9 10
240	106	5 5	84	8 8	66	0 0	55	9 9	21	8 8	16	7 7	9 10
245	107	7 7	85	6 6	66	6 6	56	4 4	21	11 11	16	11 11	9 11
250	108	9 9	86	5 5	67	2 2	56	11 11	22	3 3	17	2 2	10 0
255	109	11 11	87	3 3	67	9 9	57	6 6	22	6 6	17	6 6	10 1
260	111	1 1	88	1 1	68	4 4	58	1 1	22	10 10	17	9 9	10 3
265	112	3 3	88	8 8	68	11 11	58	8 8	23	1 1	18	1 1	10 4
270	113	5 5	89	3 3	69	6 6	59	3 3	23	5 5	18	4 4	10 4
275	114	7 7	89	10 10	70	1 1	59	10 10	23	8 8	18	8 8	10 5
280	115	9 9	90	5 5	70	8 8	60	5 5	24	0 0	18	11 11	10 6
285	116	11 11	91	0 0	71	3 3	61	0 0	24	3 3	19	3 3	10 8
290	118	1 1	91	7 7	71	10 10	61	7 7	24	7 7	19	6 6	10 9
295	119	3 3	92	2 2	72	5 5	62	2 2	24	10 10	19	10 10	10 10
300	120	5 5	92	9 9	73	0 0	62	9 9	25	2 2	20	1 1	10 10
305	121	7 7	93	4 4	73	7 7	63	4 4	25	5 5	20	5 5	10 11
310	122	9 9	93	11 11	74	2 2	63	11 11	25	9 9	20	8 8	11 1
315	123	11 11	94	6 6	74	9 9	64	6 6	26	0 0	21	0 0	11 2
320	125	1 1	95	1 1	75	4 4	65	1 1	26	4 4	21	3 3	11 3
325	126	3 3	95	8 8	75	11 11	65	7 7	26	7 7	21	6 6	11 4
330	127	5 5	96	3 3	76	6 6	66	3 3	26	11 11	21	10 10	11 4
335	128	7 7	96	10 10	77	1 1	66	10 10	27	2 2	22	2 2	11 6
340	129	9 9	97	5 5	77	8 8	67	5 5	27	6 6	22	5 5	11 7
345	130	11 11	98	0 0	78	3 3	68	0 0	27	11 11	22	9 9	11 7
350	132	1 1	98	7 7	78	10 10	68	7 7	28	1 1	23	1 1	11 8
355	133	3 3	99	2 2	79	5 5	69	2 2	28	6 6	23	4 4	11 11
360	134	5 5	99	9 9	80	0 0	69	9 9	28	8 8	23	7 7	11 11
365	135	7 7	100	4 4	80	7 7	70	4 4	29	1 1	23	11 11	12 0
370	136	9 9	100	11 11	81	2 2	70	11 11	29	3 3	24	2 2	12 1
375	137	11 11	101	6 6	81	9 9	71	6 6	29	8 8	24	6 6	12 2
380	139	1 1	102	1 1	82	4 4	72	1 1	29	10 10	24	9 9	12 4
385	140	3 3	102	8 8	82	11 11	72	8 8	30	3 3	25	1 1	12 5
390	141	5 5	103	3 3	83	6 6	73	3 3	30	5 5	25	4 4	12 5
395	142	7 7	103	10 10	84	1 1	73	10 10	30	10 10	25	8 8	12 6
400	143	9 9	104	5 5	84	8 8	74	5 5	31	0 0	25	11 11	12 7

CLASSIFIED RATES—continued.

Distance.	K.	M.	N.	P.	Q.	R.
Miles.	Per 100 Superficial Feet.	Single- and Double-floor, per Truck.	Per Ton.	Per Ton.	Per Ton.	Per Ton.
Not exceeding	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
155	5 2	95 11	21 1	16 7	14 4	13 7
160	5 3	97 10	21 6	16 11	14 7	13 8
165	5 3	99 9	21 10	17 3	14 11	13 11
170	5 4	101 7	22 2	17 7	15 2	14 2
175	5 4	103 6	22 6	18 0	15 6	14 4
180	5 6	105 4	22 10	18 4	15 9	14 7
185	5 6	107 3	23 4	18 9	16 1	14 10
190	5 7	109 1	23 8	19 2	16 4	15 1
195	5 7	111 0	24 0	19 6	16 8	15 4
200	5 9	112 11	24 5	19 10	16 11	15 6
205	5 9	114 9	24 9	20 2	17 3	15 9
210	5 10	116 8	25 1	20 6	17 6	16 0
215	5 10	118 6	25 5	20 11	17 10	16 1
220	5 11	120 5	25 11	21 4	18 1	16 3
225	5 11	122 4	26 3	21 8	18 5	16 4
230	6 1	124 2	26 7	22 1	18 8	16 6
235	6 1	126 1	26 11	22 5	19 0	16 7
240	6 2	127 11	27 4	22 9	19 3	16 8
245	6 2	129 10	27 8	23 1	19 7	16 10
250	6 4	131 8	28 0	23 5	19 10	16 11
255	6 4	133 7	28 4	23 10	20 2	17 1
260	6 5	135 6	28 8	24 2	20 5	17 2
265	6 5	137 4	29 1	24 6	20 9	17 3
270	6 6	139 3	29 5	24 10	21 0	17 5
275	6 6	141 1	29 9	25 2	21 4	17 6
280	6 8	143 0	30 1	25 7	21 7	17 8
285	6 8	144 10	30 5	25 11	21 11	17 9
290	6 9	146 9	30 10	26 3	22 2	17 10
295	6 9	148 8	31 2	26 7	22 6	18 0
300	6 11	150 6	31 6	26 11	22 9	18 1
305	6 11	152 5	31 10	27 4	23 1	18 3
310	7 0	154 3	32 2	27 8	23 4	18 4
315	7 0	156 2	32 7	28 0	23 8	18 5
320	7 1	158 0	32 11	28 4	23 11	18 7
325	7 1	159 11	33 3	28 8	24 3	18 8
330	7 3	161 10	33 7	29 1	24 6	18 10
335	7 3	163 8	33 11	29 5	24 10	18 11
340	7 4	165 7	34 4	29 9	25 1	19 0
345	7 4	167 5	34 8	30 1	25 5	19 2
350	7 6	169 4	35 0	30 5	25 8	19 3
355	7 6	171 4	35 4	30 10	26 0	19 5
360	7 7	173 1	35 8	31 2	26 3	19 6
365	7 7	175 0	36 1	31 6	26 7	19 7
370	7 8	176 10	36 5	31 10	26 10	19 9
375	7 8	178 9	36 9	32 2	26 10	19 10
380	7 10	180 7	37 1	32 7	27 5	20 0
385	7 10	182 6	37 5	32 11	27 9	20 1
390	7 11	184 4	37 10	33 3	28 2	20 2
395	7 11	186 3	38 3	33 7	28 4	20 4
400	8 1	188 2	38 6	33 11	28 7	20 5

CLASSIFIED RATES—continued.

Dis- tance.	A.		B.		C.		D.		E.		F.		H.	
	Per Ton.		Per Ton.		Per Ton.		Per Ton.		Per Ton.		Per Ton.		Undumped, per Bale.	
Miles.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
Not ex- ceeding														
405	144	11	105	0	85	3	75	0	31	4	26	3	12	9
410	146	1	105	7	85	10	75	7	31	7	26	6	12	10
415	147	3	106	2	86	5	76	2	31	11	26	10	12	11
420	148	5	106	9	87	0	76	9	32	2	27	1	13	0
425	149	7	107	4	87	7	77	4	32	6	27	5	13	2
430	150	9	107	11	88	2	77	11	32	9	27	8	13	3
435	151	11	108	6	88	9	78	6	33	1	28	0	13	4
440	153	1	109	1	89	4	79	1	33	4	28	3	13	5
445	154	3	109	8	89	11	79	8	33	8	28	7	13	7
450	155	5	110	3	90	6	80	3	33	11	28	10	13	8
455	156	7	110	10	91	1	80	10	34	3	29	2	13	9
460	157	9	111	5	91	8	81	5	34	6	29	5	13	10
465	158	11	112	0	92	3	82	0	34	10	29	9	14	0
470	160	1	112	7	92	10	82	7	35	1	30	0	14	1
475	161	3	113	2	93	5	83	2	35	5	30	4	14	2
480	162	5	113	9	94	0	83	9	35	8	30	7	14	3
485	163	7	114	4	94	7	84	4	36	0	30	11	14	5
490	164	9	114	11	95	2	84	11	36	3	31	2	14	6
495	165	11	115	6	95	9	85	6	36	7	31	6	14	7
500	167	1	116	1	96	4	86	1	36	10	31	9	14	8
505	168	3	116	8	96	11	86	8	37	2	32	1	14	10
510	169	5	117	3	97	6	87	3	37	5	32	4	14	11
515	170	7	117	10	98	1	87	10	37	9	32	8	15	0
520	171	9	118	5	98	8	88	5	38	0	32	11	15	1
525	172	11	119	0	99	3	89	0	38	4	33	3	15	3
530	174	1	119	7	99	10	89	7	38	7	33	6	15	4
535	175	3	120	2	100	5	90	2	38	11	33	10	15	5
540	176	5	120	9	101	0	90	9	39	2	34	1	15	6
545	177	7	121	4	101	7	91	4	39	6	34	5	15	8
550	178	9	121	11	102	2	91	11	39	9	34	8	15	9
555	179	11	122	6	102	9	92	6	40	1	35	0	15	10
560	181	1	123	1	103	4	93	1	40	4	35	3	15	11
565	182	3	123	8	103	11	93	8	40	8	35	7	16	1
570	183	5	124	3	104	6	94	3	40	11	35	10	16	2
575	184	7	124	10	105	1	94	10	41	3	36	2	16	3
580	185	9	125	5	105	8	95	5	41	6	36	5	16	4
585	186	11	126	0	106	3	96	0	41	10	36	9	16	6
590	188	1	126	7	106	10	96	7	42	1	37	0	16	7
595	189	3	127	2	107	5	97	2	42	5	37	4	16	8
600	190	5	127	9	108	0	97	9	42	8	37	7	16	9
605	191	7	128	4	108	7	98	4	43	0	37	11	16	11
610	192	9	128	11	109	2	98	11	43	3	38	2	17	0
615	193	11	129	6	109	9	99	6	43	7	38	6	17	1
620	195	1	130	1	110	4	100	1	43	10	38	9	17	2
625	196	3	130	8	110	11	100	8	44	2	39	1	17	4
630	197	5	131	3	111	6	101	3	44	5	39	4	17	5
635	198	7	131	10	112	1	101	10	44	9	39	8	17	6
640	199	9	132	5	112	8	102	5	45	0	39	11	17	7
645	200	11	133	0	113	3	103	0	45	3	40	3	17	9
650	202	1	133	7	113	10	103	7	45	7	40	6	17	10
655	203	3	134	2	114	5	104	2	45	11	40	10	17	11
660	204	5	134	9	115	0	104	9	46	2	41	1	18	0
665	205	7	135	4	115	7	105	4	46	6	41	5	18	2
670	206	9	135	11	116	2	105	11	46	9	41	8	18	3
675	207	11	136	6	116	9	106	6	47	1	42	0	18	4
680	209	1	137	1	117	4	107	1	47	4	42	3	18	5
685	210	3	137	8	117	11	107	8	47	8	42	7	18	7
690	211	5	138	3	118	6	108	3	47	11	42	10	18	8
695	212	7	138	10	119	1	108	10	48	3	43	2	18	9
700	213	9	139	5	119	8	109	5	48	6	43	5	18	10

For each additional five miles thereof beyond 700 miles will be added:—

..	s. d.	|	s. d.	|	s. d.	|	s. d.	|	s. d.	|	s. d.	|	s. d.	|	s. d.		
	1	2	|	0	7	|	0	7	|	0	7	|	0	3½	|	0	1½

CLASSIFIED RATES—continued.

Distance. Miles.	K.		M.		N.		P.		Q.		R.	
	Per 100 Superficial Feet.		Single- and Double-floor, per Truck.		Per Ton.		Per Ton.		Per Ton.		Per Ton.	
Not exceeding	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
405	8	1	190	0	38	10	34	3	28	11	20	7
410	8	3	191	11	39	2	34	7	29	2	20	8
415	8	3	193	9	39	7	35	0	29	6	20	9
420	8	4	195	8	39	11	35	4	29	9	20	11
425	8	4	197	7	40	3	35	8	30	1	21	0
430	8	6	199	5	40	7	36	0	30	4	21	2
435	8	6	201	4	40	11	36	4	30	8	21	3
440	8	7	203	2	41	4	36	9	30	11	21	4
445	8	7	205	1	41	8	37	1	31	3	21	6
450	8	9	206	11	42	0	37	5	31	6	21	7
455	8	9	208	10	42	4	37	9	31	10	21	9
460	8	10	210	9	42	8	38	1	32	1	21	10
465	8	10	212	7	43	1	38	6	32	5	21	11
470	9	0	214	6	43	5	38	10	32	8	22	1
475	9	0	216	4	43	9	39	2	33	0	22	2
480	9	1	218	3	44	1	39	7	33	3	22	4
485	9	1	220	1	44	5	39	11	33	7	22	5
490	9	3	222	0	44	10	40	3	33	10	22	6
495	9	3	223	11	45	2	40	7	34	2	22	8
500	9	4	225	9	45	6	40	11	34	5	22	9
505	9	4	227	8	45	10	41	4	34	9	22	11
510	9	6	229	6	46	2	41	8	35	0	23	0
515	9	6	231	5	46	7	42	0	35	4	23	1
520	9	7	233	3	46	11	42	4	35	7	23	3
525	9	7	235	2	47	3	42	8	35	11	23	4
530	9	9	237	1	47	7	43	1	36	2	23	6
535	9	9	238	11	47	11	43	5	36	6	23	7
540	9	10	240	10	48	4	43	9	36	9	23	8
545	9	10	242	8	48	8	44	1	37	1	23	10
550	10	0	244	7	49	0	44	5	37	4	23	11
555	10	0	246	5	49	4	44	10	37	8	24	1
560	10	1	248	4	49	8	45	2	37	11	24	2
565	10	1	250	3	50	1	45	6	38	3	24	3
570	10	3	252	1	50	5	45	10	38	6	24	5
575	10	3	254	0	50	9	46	2	38	10	24	6
580	10	4	255	10	51	1	46	7	39	1	24	8
585	10	4	257	9	51	5	46	11	39	4	24	9
590	10	6	259	7	51	10	47	3	39	8	24	10
595	10	6	261	6	52	2	47	7	39	11	25	0
600	10	7	263	5	52	6	47	11	40	3	25	1
605	10	7	265	3	52	10	48	4	40	7	25	3
610	10	9	267	2	53	2	48	8	40	10	25	4
615	10	9	269	0	53	7	49	0	41	2	25	5
620	10	10	270	11	53	11	49	4	41	5	25	7
625	10	10	272	10	54	3	49	8	41	9	25	8
630	11	0	274	8	54	7	50	1	42	0	25	10
635	11	0	276	7	54	11	50	5	42	4	25	11
640	11	1	278	5	55	4	50	9	42	7	26	0
645	11	1	280	4	55	8	51	1	42	11	26	2
650	11	3	282	2	56	0	51	5	43	2	26	3
655	11	3	284	1	56	4	51	10	43	6	26	5
660	11	4	286	0	56	8	52	2	43	9	26	6
665	11	4	287	10	57	1	52	6	44	1	26	7
670	11	6	289	9	57	5	52	10	44	4	26	9
675	11	6	291	7	57	9	53	2	44	8	26	10
680	11	7	293	6	58	1	53	7	44	11	27	0
685	11	7	295	4	58	5	53	11	45	3	27	1
690	11	9	297	3	58	10	54	3	45	6	27	2
695	11	9	299	2	59	2	54	7	45	10	27	4
700	11	10	301	0	59	6	54	11	46	1	27	5

For each additional five miles or fraction thereof beyond 700 miles will be added:—

.. | .. | 1 11 | 0 4 $\frac{1}{2}$ | 0 4 $\frac{1}{2}$ | 0 3 $\frac{1}{2}$ | 0 1 $\frac{1}{2}$
 Class K, for each additional 10 miles or fraction thereof beyond 700 miles, 1 $\frac{1}{2}$ d. per 100 superficial feet will be added.

2. REGULATIONS.

1. All goods specified, and not otherwise provided for, will be charged in accordance with the classified rates in the preceding tables, but subject to the following conditions and regulations, viz. :—

- (a.) Except where specially provided for, goods from different consignors to one consignee, or from one consignor to different consignees, will be charged separately.
- (b.) Goods of Classes A, B, C, D, E, from one consignor to one consignee, will be charged at the classified rate, or at the rates prescribed by Parts III, IV, or V hereof, as may be provided, except the charge at scale for small lots amounts to more.
- (c.) Except as provided for in paragraphs (d) and (e) hereof, any consignment consisting of goods chargeable at different rates from one consignor to one consignee will be charged separately, or as one consignment chargeable at the highest rate payable on any of the goods in the consignment.
- (d.) When goods chargeable at the classified rates, and not at the scale for small lots, are sent along with small lots, such goods may be charged separately, and the small lots may be treated independently under clause (c).
- (e.) Goods of Classes E, F, N, P, or Q from one consignor to one consignee, whether accompanied by goods of other classes or not, may be charged separately, or grouped together in one or more lots. The rate and minimum weight for each group shall each be the highest in the group.
- (f.) Where local rates are in operation, and the sum of the combined "local" or combined "local" and "classified" rates amounts to less than the through classified rate for the actual mileage between any two stations, the charges are, unless otherwise specially provided, to be computed on the combined "local" or combined "local" and "classified" rates (as the case may be).
- (g.) A package containing goods in different classes will be charged at the rate applicable to the highest of such classes.

(3.) SCALE FOR SMALL LOTS.
 Where classified rates are varied by regulations or provisions in Parts III, IV, or V hereof, such varied rates shall be substituted for the classified rates in computing charges for small lots.

Where the rate per ton exceeds ..	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
	11 0	14 0	17 0	20 0	23 0	28 0	33 0	38 0	43 0	48 0	53 0	58 0	63 0	68 0	73 0	78 0	83 0	88 0	93 0
But does not exceed
Not exceeding Above 28 lb.	28 lb. ..	1 1	1 1	1 1	1 1	1 1	1 1	1 5	2 1	2 1	2 1	2 1	2 1	2 1	2 1	2 10	2 10	2 10	2 10
	56 " ..	1 1	1 1	1 1	1 1	1 8	2 0	2 1	2 5	2 8	2 8	3 0	3 0	3 0	3 0	3 9	4 2	4 7	5 3
	84 " ..	1 3	1 3	1 3	1 8	1 10	2 5	2 8	3 2	3 5	3 5	3 9	4 1	4 4	4 8	5 7	5 7	6 4	7 8
"	1 cwt..	1 5	1 5	1 9	2 1	2 10	3 2	3 9	4 1	4 1	4 5	4 5	5 7	5 7	6 8	6 8	7 8	7 8	
"	1 1/2 cwt.	1 5	1 5	1 9	2 1	2 10	3 5	4 0	4 1	4 7	5 2	5 3	6 4	6 6	7 6	7 7	8 10	8 10	
"	2 "	1 5	1 5	1 8	1 10	2 3	2 11	3 6	4 2	4 5	5 0	6 2	7 0	7 4	8 2	8 6	9 10	9 10	
"	2 1/2 "	1 5	1 6	1 9	2 0	2 4	3 0	3 7	4 5	5 6	6 6	7 7	8 8	9 8	10 9	11 10	12 10	13 10	
"	3 "	1 8	2 0	2 3	2 8	3 0	3 9	4 5	5 9	6 6	7 4	8 9	9 5	10 2	10 10	11 7	12 4	13 1	
"	3 1/2 "	1 9	2 3	2 5	2 10	3 3	4 1	5 7	6 5	7 4	8 1	9 8	10 5	11 2	12 0	12 10	13 6	14 6	
"	3 3/4 "	1 10	2 4	2 8	3 2	3 6	4 5	5 3	6 1	7 11	8 9	9 8	10 6	11 5	12 3	13 1	14 0	15 9	
"	4 "	2 0	2 5	2 10	3 3	3 9	4 9	5 7	6 8	7 7	8 6	9 7	10 5	11 5	12 4	13 2	14 1	15 9	
"	4 1/2 "	2 1	2 8	3 0	3 7	4 1	5 2	6 1	7 3	8 2	9 3	10 3	11 2	12 3	13 2	14 3	15 3	16 4	
"	4 3/4 "	2 3	2 11	3 3	3 10	4 5	5 6	6 8	7 8	8 10	9 11	10 11	11 0	12 2	13 1	14 0	15 5	16 5	
"	5 "	2 4	3 0	3 6	4 1	4 8	5 10	7 0	8 2	9 5	10 6	11 9	12 11	14 0	14 11	16 4	17 6	18 8	
"	5 1/2 "	2 5	3 2	3 9	4 2	4 11	6 4	7 6	8 8	9 11	11 2	12 4	13 8	14 10	15 9	17 5	18 5	19 10	
	..																		

and not exceeding

(4.) Class E.

1. In no case will the charges at Class E rate and a half be less than Class E single rate with loading and unloading or the charges referred to in paragraph 3 of this regulation added.

2. Minimum quantity (except for bonedust and other artificial manures, for which it will be 5 cwt.), 1½ tons. Any less quantity will be charged at such minimum, or at rate and a half, Class E.

3. At Auckland, Onehunga, Port Ahuriri, Wellington (Thorndon), Wellington (Lambton), Foxton, Wanganni, New Plymouth Breakwater, Waitara, Greymouth, Westport, Nelson, Picton, Blenheim, Lyttelton, Christchurch, Timaru, Oamaru, Breakwater, Port Chalmers, Dunedin, Invercargill, and Bluff, 1s. 1d. per ton will be charged in addition to the classified rates, except when consigned from or to private sidings at those stations, or except local rates otherwise provide; but such addition will not be made when goods are charged at Class E under small-lots scale, Regulation 3, or at rate and a half, Class E.

4. At all other stations, when the loading or unloading is performed by the owners, or when loaded by owners into sheds, owing to trucks not being available after reasonable notice is given, the classified rates only will be charged, provided that when loading or unloading is charged for no charge shall be made for tallying. For loading or unloading by the Department 1s. 1d. per ton will be charged for each operation, and for tallying 9d. per ton will be charged; minimum charge in either case, 9d. When goods are charged at Class E under small-lots scale, Regulation 3, or at rate and a half, Class E, no charge for loading or unloading will be made.

(5.) Class F.

1. The Department may require all loading and unloading to be performed by the consignor or consignee, as the case may be. For each loading or unloading performed by the Department the charge will, except where otherwise provided, be 1s. 5d. per ton. When reloading or adjusting the load *en route* is necessary 2s. 10d. per ton may be charged for such reloading or adjusting.

2. Where cranes are provided half rates only will be charged for each loading or unloading performed by the Department, together with the usual charge for cranes.

3. MINIMUM CHARGES FOR CLASS F.

	Four-wheeled Truck n.o.s. charged as for	10-ton L. Truck charged as for	LA Truck charged as for	R or U Truck charged as for	RB or UB Truck charged as for
	Tons.	Tons.	Tons cwt.	Tons.	Tons.
Oxide of iron, spent ..	} 6	8	10 0	15	20
Mining-props ..					
Lime (gas-refuse) ..					
Lime, agricultural ..					
Straw ..	6	6	10 0	15	20
Goods in Class F not otherwise specified	6	6	8 0	13	18

4. Broken glass, green flax, and firewood in quantities under the minimum weights specified in paragraph 3 for the various classes of trucks will be charged at such weights or at Class E, whichever is the cheaper. Other goods of Class F in quantities under the weights specified in paragraph 3 for the various classes of trucks will be charged at such weights or at Class E (rate and a half), whichever is the cheaper.

5. When the weight of a load in any four-wheeled truck is 10 cwt. or more in excess of the maximum carrying-capacity marked on such truck, or when the weight of a load in a bogie truck is 1 ton or more in excess of the maximum carrying-capacity marked on such truck, the excess weight will be charged as a separate consignment.

6. When the excess weight is removed to another truck the owner will require to pay for such removal at the rate of 2s. 10d. per ton, as provided in paragraph 1 of this regulation.

7. Without prejudice to the foregoing provisions of this regulation, the Department may require all trucks containing goods of Class F to be loaded to their full carrying-capacity, provided the gauge limit is not exceeded.

8. Loose straw and loose flax-straw will not be accepted for carriage.

(6.) Class H.

1. Double-dumped bales will be charged double the rate for Class H (undumped bales).

2. For undumped bales of more than 4 cwt., and double-dumped bales of more than 8 cwt., the excess weight in each separate consignment will be charged *pro rata* Class D rates.

3. Scoured wool, undumped, in bales not exceeding 2¼ cwt. each, will be charged one-fifth less than the classified rates, except as may be otherwise provided. Minimum charge, 1s. 3d. per bale.

4. The Department may require all loading and unloading to be performed by the owner.

5. For each loading or unloading performed by the Department 4d. per bale for undumped, and 8d. per bale for double-dumped, will be charged. When the goods are tallied but not handled by the Department 4d. per bale (dumped or undumped) will be charged.

(7.) Sawn Timber, Logs, Mouldings, &c.

1. Minimum quantities will be as follows :—

Distance.	Each Four-wheeled Truck (not otherwise specified).	Each LA Truck.	Bogie Trucks R and U, or Pair of Timber-trucks.	Bogie Trucks, R and U.
Up to 75 miles ..	1,200 sup. ft.	1,500 sup. ft.	2,000 sup. ft.	3,000 sup. ft.
Over 75 miles ..	2,000 "	3,000 "	4,000 "	5,000 "

2. Any less quantity will be charged at such minimum, or at 1½d. per 100 superficial feet per mile up to 40 miles; for each additional mile up to 80 miles, ¾d. per 100 superficial feet, and for each additional mile thereafter ¾d. per 100 superficial feet. Where this rate is charged the minimum quantity will be 100 ft., and the minimum rate 2s. 1d. per 100 superficial feet, without further charge for loading or unloading; provided, however, that the minimum charge for each consignment will be 3s. 6d.

3. Imported timbers will be charged rate and a half.

4. In computing the charges for timber 50 ft. or under will be foregone; over 50 ft. will be charged as the next 100 ft.

5. Ladders or small lots of timber of under 100 ft. may be charged as Class A, or at parcel rates, if cheaper than the charge for timber in small lots.

6. Except where otherwise specified, odd lengths of 6 in. and upwards will be counted as a foot in measuring the length of timber; less than 6 in. will be omitted.

7. In computing the measurement of rusticated weatherboards, tongued-and-grooved flooring and lining boards, and all other boards of irregular width and thickness, the full over-all measurement will be charged for—i.e., the board will be taken to measure as if its greatest width and thickness were uniform throughout the entire width and thickness of the board.

8. In computing the sizes of sawn timber, whether dressed or undressed, fractional parts less than ¼ in. in width or thickness will be reckoned as ¼ in.

9. Round timber: Trade measurement; computed according to Hoppus's tables of trade measurement No. 5, except in the case of log timber consigned to sawmills the measurement of which will be computed according to Hoppus's table No. 2. No allowance to be made for bark by ringing or otherwise, or for tops, butts, or unsound wood.

10. When timber is over 26 ft. in length check wagon or wagons may be charged for.

11. In the case of timber "shorts"—i.e., pieces not exceeding 6 ft. in length—the superficial measurement may be calculated at the rate of 450 superficial feet to the ton; minimum quantity per four-wheeled truck to be based on 5 tons, except in the case of LA trucks, for which the minimum will be based on 6 tons 10 cwt.

12. The Department may require all loading and unloading to be performed by the owner. For each loading or unloading performed by the Department 8½d. per 100 superficial feet additional will be charged: Provided that when timber is handled by the Department by means of a crane and cranage is charged for, half rate only will be charged under this paragraph for such handling.

13. When it is desired that the Department shall tally the number of pieces, 4½d. per 100 superficial feet will be charged; provided that (except in the case of consignments received ex ship) this charge shall not be made when loading or unloading charges (as the case may be) are payable.

14. For each certificate of timber measurement supplied by the Department at the request of consignors or consignees, 8½d. per 100 superficial feet additional will be charged. Measuring of timber will be done only at the option of the Department.

(8.) Live-stock.

1. Mixed consignments of cattle, horses, or hounds loaded in the same truck will be charged separately for each class of animal, or as one lot as "cattle," whichever is the cheaper.

2. Sheep and pigs conveyed in LA trucks will be charged two-thirds of the rate charged for J trucks.

3. Bogie stock wagons will be charged double the classified rates.

4. When a truck is only partially occupied by a consignment of live-stock, the Department reserves to itself the right to fill it up to its full carrying-capacity with other stock. If a whole truck is specially required by the sender the truck rate will be charged.

5. Cattle, calves, sheep, or goats, in small lots, may be charged at truck-load rate, or (unless the consignor requires the exclusive use of a truck) at the following rates, with a minimum charge per truck of half the classified rate :—

	For any Distance not exceeding 10 Miles.	For every Mile after the First 10 Miles.
	s. d.	s. d.
Cattle, first animal	11 4	0 4½
Cattle, each additional one in the same truck, belonging to the same owner	1 6½	0 1½
Calves (six months old and under), sheep, goats, or pigs, one only, carried loose	3 9	0 3½
Calves (six months old and under), sheep, goats, or pigs, each additional one in the same truck, belonging to the same owner	0 4½	0 0½

6. Pigs will be charged $7\frac{1}{2}$ per cent. less than the classified rates for Class M or the small-lots rates specified in the last preceding paragraph, as the case may be.

7. Where mixed consignments are carried and charged at small-lots scale, the first-animal rate will be charged on the highest rated animal and the respective rates as for additional animals on the remainder.

8. Calves (six months old and under), sheep, goats, and pigs, such as are ordinarily sent to market for consumption, properly secured in crates so as to prevent injury to other goods, may be sent as goods, Class A, provided the total weight of each package does not exceed $2\frac{1}{4}$ cwt. Crates with their contents weighing over $2\frac{1}{4}$ cwt. will be charged rate and a half, Class A, or at the rate for calves, sheep, goats, and pigs, in small lots, if cheaper. In all such cases the Department reserves to itself the right to load such stock in a truck with other goods.

9. Valuable stud and show calves (six months old and under), sheep, goats, and pigs, properly secured in crates (the total weight of package not exceeding $2\frac{1}{4}$ cwt.), will be charged rate and a half, Class A; in crates weighing over $2\frac{1}{4}$ cwt., double rate, Class A. If loose they will be charged at the rate for calves, sheep, goats, and pigs, in small lots.

10. Unweaned foals under one year old (accompanying brood mares in the same wagon) will be conveyed free.

STORE CATTLE AND SHEEP, IN LARGE MOBS, FOR 100 MILES AND UPWARDS.

11. For distances of 100 miles and upwards, cattle and sheep certified by the consignor to be *bona fide* store stock, not consigned for slaughter, will be charged classified rates for the first fifteen trucks, and for each additional truck £1 per truck less than the classified rates. For distances under 100 miles the charge as for 100 miles will be made if lower than at classified rates.

STUD STOCK FOR BREEDING PURPOSES.

12. Valuable cattle, stud sheep, and pigs consigned for breeding purposes only will, if returned within three months, and stallions and brood mares consigned for breeding purposes if returned within five months, from the original consignee and receiving-station to the original consignor and sending-station, be conveyed back free of charge, provided that certificates in the following form, signed by the consignor, are endorsed on the consignment-note:—

On outward journey—

I hereby certify that the * entered hereon is proceeding to stand for stud purposes only, and will not be travelled on circuit.

Homeward journey—

I hereby certify that the * entered hereon has stood at solely for stud purposes, and that it was consigned and conveyed by rail from † to ‡ on §, and has not been travelled on circuit since that date.

* Insert "stallion," "bull," "cow," "ram," "boar," &c., as required. † Insert name of original consignor and sending-station. ‡ Insert name of original consignee and receiving-station. § Insert date.

DROVERS' PASSES.

13. One *bona fide* drover and not more than two dogs will be allowed to accompany each consignment of not less than three trucks of live-stock for journeys of not less than thirty miles. He will be furnished with a free return pass between starting and destination stations for himself and not more than two dogs, available for a week from date of issue. In cases where any consignment of stock is for the convenience of the Department conveyed by more than one train, a return pass will be issued for one drover and his dogs by each train, provided that a pass will in no case be issued in respect of less than three trucks of stock by any train. The drover must travel by the same train as the stock, otherwise a pass will not be issued and the ordinary fare charged. Where drover travels by goods-train he will be required to take all risk of accident and to indemnify the Department against any responsibility in respect of his travelling on such train.

14. When a consignment of less than three trucks of live-stock is sent by a goods train and a drover desires to accompany it, he may be permitted to do so at his own risk, and on his indemnifying the Department in writing in the form provided, and paying second-class fare for himself and ordinary rates for his dogs.

15. Drovers travelling as provided in this regulation must ride in the guard's van or a second-class carriage, as may be directed by the Department.

(For general regulations re carriage of live-stock see Regulation 7, Part VII.)

(9.) Class N.

1. Minimum quantities will be as follow:—

	Per Four-wheeled Truck, n.o.s. Tons.	Per LA Truck, Tons.	Per Bogie Truck, Tons.
Imported coal, imported bricks, concrete slabs, ferro-concrete piles or poles, old boiler-tubes, tarred shingle	6	10	15
Goods in Class N n.o.s.	4	6	10

In the case of offal and imported cement, the minimum will be 2 tons per consignment.

2. Any less quantity than the minimum specified in each case will, except where otherwise specified, be charged at such minimum, or at the classified rate, Class E (rate and a half). Imported cement in quantities less than 2 tons will be charged as 2 tons, or at the classified rates for Class D. Old boiler-tubes in quantities less than the minimum for the truck used will be charged as such minimum or at the classified rates for Class D.

3. Charcoal and coke in consignments of less than 4 tons must be packed in bags.

4. Except in the case of imported cement, for which no loading or unloading will be charged, the Department may require loading or unloading to be performed by the owner. For each loading or unloading performed by the Department 1s. 5d. per ton will be charged. When cramage is provided, 9d. per ton only will be charged for each loading or unloading performed by the Department, together with the proper charge for cramage.

(10.) Class P.

1. Minimum quantities will be as follow:—

	Per Four-wheeled Truck, n.o.s. Tons.	Per LA Truck, Tons.	Per Q Truck, Tons.	Per Bogie Truck, Tons.
Concrete blocks, concrete bricks, or concrete tiles, coal, slates ..	6	10	7	15
Goods in Class P n.o.s. ..	4	6	..	10

Any less quantity than the minimum specified in each case will, except where otherwise specified, be charged at such minimum, or at the classified rates for Class E (rate and a half).

2. The Department may require loading or unloading to be performed by the owner. For each loading or unloading performed by the Department 1s. 5d. per ton will be charged. When cramage is provided, 9d. per ton only will be charged for each loading or unloading performed by the Department together with the proper charge for cramage.

(11.) Class Q.

1. The minimum quantities of goods chargeable at the Class Q rate will be as follow:—

	Four- wheeled Truck, n.o.s.	10-ton L Truck.	MA Truck.	LA Truck.	R or U Truck.	RB or UB Truck.
	Tons.	Tons.	Tons.	Tons cwt.	Tons.	Tons.
Ballast, boulders, bricks, gravel, metal, sand, shingle, stone (rough)	6	8	10	11 0	15	20
Chaff	6	6	..	7 15	..	..
Hay	6	6	..	6 10	..	..
Lime (N.Z. produce), lime- stone	6	6	9	10 0	15	20
Goods in Class Q, not otherwise specified	6	6	8	8 0	13	18

2. Except where otherwise specified, not more than 140 bags of chaff shall be loaded in any L wagon, and not more than 180 bags of chaff shall be loaded in any LA wagon.

3. Any less quantity than the minimum specified in each case for bones, house-blocks, fencing-posts (New Zealand timber), fencing-rails (New Zealand timber), fencing battens, droppers, and stakes (New Zealand timber), phosphate (ground), mangolds, and turnips will be charged at such minimum weights or at Class E, whichever is the cheaper. Other goods of Class Q in quantities less than the minimum specified in each case will be charged at such minimum weights or at Class E (rate and a half), whichever is the cheaper.

4. Without prejudice to the foregoing provisions of this regulation, the Department may require all wagons containing goods of Class Q to be loaded to their full carrying-capacity, provided the gauge-limit is not exceeded.

5. Loose hay will not be accepted for carriage.

6. The Department may require loading or unloading to be performed by the owner. For each loading or unloading performed by the Department 1s. 5d. per ton will be charged. When cramage is provided, 9d. per ton only will be charged for each loading or unloading performed by the Department together with the proper charge for cramage.

(12.) Class R.

1. The minimum quantities of New Zealand brown coal chargeable at the Class R rate will be as follow:—

	M Truck.	Four- wheeled Truck, n.o.s.	LA Truck.	RD Truck.	R Truck.	RB Truck.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
New Zealand brown coal ..	5	6	9	12	14	20

2. Any less quantity than the minimum specified in each case will be charged at such minimum or at the classified rates for Class E (rate and a half).

3. The Department may require loading or unloading to be performed by the owner. For each loading or unloading performed by the Department 1s. 5d. per ton will be charged. When cramage is provided 9d. per ton only will be charged for each loading or unloading performed by the Department together with the proper charge for cramage.

(13.) Lime for Manuring Farm Lands.

1. New Zealand lime in truck-loads of not less than 6 tons consigned from kilns direct to farmers exclusively occupied as such to be used for manuring farm lands may, at the option and convenience of the Department, be conveyed by rail for distances not exceeding 100 miles free of charge: Provided—

- (a.) That application for the concession is made by the proprietor of the lime-kiln to, and is approved by, the Divisional Superintendent at Auckland or Christchurch, according to the Island in which the kiln is situated, at least fourteen days prior to the date on which it is desired to forward the first consignment of lime. Application must specify the name of the lime-kiln, the railway-station from which the lime will be forwarded, and the net price to be charged to the farmers.
- (b.) That the price charged to the farmers for the lime to be conveyed free under this regulation does not exceed the price approved by the Department.
- (c.) That a certificate in the following form is endorsed on the consignment-note: "I hereby certify that the lime entered hereon is consigned to a *bona fide* farmer exclusively occupied as such, and is for use in manuring farm land cultivated by him, that the price charged to the consignee does not exceed the price approved by the Department, and that no undue preference has been given in fulfilling this order."

2. The Department reserves to itself the sole right to decline any application, and to withdraw approval in the event of infringement of any of the foregoing regulations, and in particular may decline to extend the benefit of the regulation to any farmer who utilizes other means of transport than the railway for the carriage of other goods to or from his farm when the railway is available for the transport of such goods.

3. Without prejudice to its ordinary meaning, the term "farmers" includes, for the purpose of this regulation, *bona fide* orchardists, nurserymen, and market-gardeners.

(14.) Road-metal for Use of Local Bodies.

1. Road-metal consigned for distances not exceeding 100 miles in each case to a local body, to be used solely for the construction or maintenance of roads under the jurisdiction of such local body that constitute "feeding" routes to and not competing routes with the railway, will be charged five-eighths Class Q. Such road-metal shall be certified in the form set out hereunder by or on behalf of the local body by some person duly authorized in that behalf, and shall be subject to a further certificate by an authorized officer of the Public Works Department to the effect that he is satisfied that the metal is required *bona fide* for use on public roads under the jurisdiction of the local body concerned, and that such roads (being specified) constitute "feeding" routes to and not competing routes with the railway.

2. The certificates referred to in the last preceding paragraph of this regulation shall be in the following form:—

I* , hereby certify that the road-metal entered on the attached consignment-note dated , 19 , is for use by† for the construction [or maintenance] of‡ Road, that no portion of such metal will be used for any other purpose, and that such metal forms§ of that referred to in the certificate dated , 19 , under the hand of|| , Esq., an authorized officer of the Public Works Department.

Dated the day of , 19 .

For and on behalf of the :

(Signed).....

* Insert name of person duly authorized to certify on behalf of the local body.

† Insert name of local body.

‡ Insert name or other particulars to identify the particular road or roads.

§ Insert the words "the whole," or "part," or "the balance," as the case may be.

|| Insert name of Public Works officer.

I hereby certify that I have satisfied myself that the road-metal amounting in quantity to cubic yards (tons) proposed to be forwarded by rail by the* from Station to Station, is required *bona fide* for the construction [or maintenance] of† Road , and that such road constitute[s] [a] "feeder" route to and not [a] competitive route , with the railway.

Dated the day of , 19 .

(Signed).....

An Authorized Officer of the Public Works Department.

* Insert name of local body.

† Insert name or other particulars to identify the particular road or roads.

3. Road-metal, not coming within the provisions of the preceding paragraphs of this regulation, consigned to local bodies for the construction or maintenance of roads will be charged at the following rates :—

Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.	Miles.	Rate per Ton.
1	s. d. 1 11	29	s. d. 3 11	57	s. d. 6 7	85	s. d. 9 3	112	s. d. 11 2	139	s. d. 13 0
2	1 11	30	3 11	58	6 8	86	9 4	113	11 2	140	13 1
3	1 11	31	4 0	59	6 10	87	9 5	114	11 3	141	13 2
4	1 11	32	4 2	60	6 11	88	9 6	115	11 4	142	13 3
5	1 11	33	4 2	61	7 1	89	9 6	116	11 5	143	13 3
6	1 11	34	4 4	62	7 2	90	9 7	117	11 6	144	13 4
7	1 11	35	4 5	63	7 4	91	9 8	118	11 7	145	13 5
8	1 11	36	4 5	64	7 5	92	9 9	119	11 7	146	13 6
9	1 11	37	4 7	65	7 7	93	9 10	120	11 8	147	13 7
10	1 11	38	4 8	66	7 8	94	9 11	121	11 9	148	13 8
11	1 11	39	4 9	67	7 10	95	9 11	122	11 10	149	13 8
12	1 11	40	4 10	68	7 11	96	10 0	123	11 11	150	13 9
13	2 0	41	4 11	69	8 1	97	10 1	124	12 0	151	13 10
14	2 2	42	5 0	70	8 2	98	10 2	125	12 0	152	13 11
15	2 3	43	5 1	71	8 3	99	10 3	126	12 1	153	14 0
16	2 5	44	5 2	72	8 4	100	10 4	127	12 2	154	14 1
17	2 7	45	5 3	73	8 5	101	10 4	128	12 3	155	14 2
18	2 8	46	5 4	74	8 6	102	10 5	129	12 4	156	14 3
19	2 10	47	5 5	75	8 7	103	10 6	130	12 5	157	14 4
20	2 11	48	5 6	76	8 8	104	10 7	131	12 5	158	14 5
21	3 1	49	5 8	77	8 8	105	10 8	132	12 6	159	14 6
22	3 2	50	5 8	78	8 9	106	10 9	133	12 7	160	14 6
23	3 4	51	5 10	79	8 10	107	10 9	134	12 8	161	14 7
24	3 5	52	5 11	80	8 11	108	10 10	135	12 9	162	14 8
25	3 6	53	6 1	81	9 0	109	10 11	136	12 10	163	14 9
26	3 7	54	6 2	82	9 1	110	11 0	137	12 10	164	14 10
27	3 8	55	6 4	83	9 1	111	11 1	138	12 11	165	14 11
28	3 9	56	6 5	84	9 2						

Beyond 165 miles, at the rates for Class Q.

4. The Department may require loading or unloading to be performed by the owner. For each loading or unloading performed by the Department 2s. 2d. per ton will be charged. When crantage is provided 1s. 1d. per ton only will be charged for each loading or unloading performed by the Department, together with the proper charge for crantage.

5. Road-metal consigned under this regulation will be conveyed only at the convenience of the Department.

6. The concessions allowed under this regulation will be absolutely forfeited in the event of any irregularity or evasion of the provisions of the regulation.

(15.) Fresh Fruit, Vegetables, Mushrooms, and Nuts.

1. The maximum charges for fresh fruit, vegetables, mushrooms, and nuts grown and packed in New Zealand (including the Cook Islands and Niue) will be as follows for any distance :—

Not exceeding 56 lb.	.. .. .	s. d.
Over 56 lb., but not exceeding 112 lb.	.. .. .	0 8
For every additional 56 lb. or fraction thereof above 112 lb. and not exceeding 224 lb.	.. .. .	1 4
	.. .. .	0 8

2. In addition to the foregoing charges, a charge of 6d. for each hundredweight, or part of a hundredweight, will be made for fresh fruit, vegetables, mushrooms, and nuts charged at these maximum rates, consigned to Frankton Junction, Hamilton, Wanganui, Christchurch, Dunedin, or Invercargill.

(16.) Dead Game, Dead Hares, Dead Rabbits, and Fresh Fish.

1. The maximum charges for dead game, dead hares, dead rabbits, and fresh fish will be as follows for any distance :—

Not exceeding 7 lb.	.. .. .	s. d.
Over 7 lb., but not exceeding 14 lb.	.. .. .	0 8
Over 14 lb., but not exceeding 28 lb.	.. .. .	1 4
	.. .. .	2 0

2. In addition a charge of 6d. for each 28 lb. or part of 28 lb. will be made for dead game, dead hares, dead rabbits, and fresh fish charged at these maximum rates consigned to Auckland, Frankton Junction, Hamilton, Wanganui, Christchurch, Dunedin, or Invercargill.

(17.) Seeds returning from Seed-cleaning Establishments.

1. New-Zealand-grown seeds forwarded by the grower direct by rail to seed-cleaning establishments to be cleaned will, if returned within six months from the original consignee to the original sender, be carried back to the original sending-station at half-rates, provided that such seed was grown in the vicinity of the original forwarding-station and is for use by the grower in the locality where grown, and that a certificate in the following form is endorsed on the consignment-note when the seed is being forwarded to the seed-cleaning establishment :—
 "I hereby certify that the seed entered hereon is New-Zealand-grown; that it was grown in the vicinity of Station, and is being forwarded to for the purpose of being cleaned, and will, when returned, be used by me in the locality where grown."

2. When seed is returned under this regulation the consignment-note must be endorsed as follows: "The seed entered hereon is New-Zealand-grown, and was consigned from Station to Station on for cleaning, and is entitled to be carried back at half rates."

(18.) Goods and Live-stock conveyed by Special Trains.

1. Special trains ordered by consignors for conveyance of goods or live-stock which could be worked by the ordinary train service will be charged 14s. per mile; minimum charge, £8. This charge will be in addition to the ordinary charges for the conveyance of the goods. The mileage will be counted one way only. The distance which a train has to run empty to commence a service will be charged at the rate of 7s. 6d. per mile.

2. The Department does not undertake to run special trains.

3. Special trains will be run only at the option of the Department. The Department reserves to itself the right to forward any of its ordinary traffic by any special train, provided that no traffic for which the special train was ordered is thereby prevented from being carried by such train; but no reduction of the special-train rates shall be made on account of the train being so utilized by the Department.

(19.) Circuses.

1. Circuses conveyed by ordinary trains will be charged as follows:—
Animals, living, including animals in cages, at Class M rates (truck rates only)

Vehicles, empty, at rates for carts, drays, &c.

Vehicles loaded with material, or in same truck with material, as material.

(See below.)

2. Material, 8d. per four-wheel truck, not otherwise specified, per mile; 1s. 1d. per LA truck per mile; 1s. 5d. per bogie R, U, or 30 ft. Z truck per mile; 2s. 1d. per bogie RB, UB, or 47½ ft. Z truck per mile. Minimum charge as for 30 miles in each case.

3. Circuses for which special trains are ordered by the owners will be charged as follows:—

	s.	d.
Per carriage containing passengers	3	6
Per four-wheel truck, not otherwise specified..	1	5
Per LA	2	2
Per bogie R, U, or 30 ft. Z	2	10
Per bogie RB, UB, or 47½ ft. Z	3	6
Minimum charge	28	0

Minimum charge for a special train, £28.

4. The distance which a train has to run to commence a service will be charged at the rate of 7s. 6d. per mile.

5. Special trains will be run only at the option of the Department.

6. Owners must take all responsibility in regard to accidents to their employees and damage to their goods, and do all loading and unloading of circus and plant. They will also be liable for the expense of making good any damage done to the Department's rolling-stock in connection with the loading, unloading, or carriage of any circus.

(20.) Locomotive Engines.

1. Locomotive engines running on their own wheels will be charged as follows:—

Under their own steam, 3s. 9d. per mile.

Dead, 4s. 3d. per mile.

Minimum charge as for 20 miles.

2. When locomotive engines are run under their own steam they must, if the Department so requires, be manned by employees of the Department, and the wages and allowances payable to such employees in connection with the transport of any such engine over the railway, together with the cost of any fuel oil, &c., supplied by the Department for the running of the engine, shall be payable by the consignor (or consignee) in addition to the charges set forth in paragraph 1 of this regulation.

3. When dead locomotives have to be hauled by special train the charges as for a special train at the rates specified in Regulation 18 of this part shall be payable in addition to the charges specified in the preceding provisions of this regulation.

(21.) Carts, Drays, Express Wagons, and Wagons.

1. Carts, drays, express wagons, and wagons not exceeding 1 ton, either set up or in pieces, will be charged as follows for each vehicle:—

	s.	d.
For any distance of not more than 10 miles ..	14	0
For every mile after the first 10 miles ..	0	4½

2. Heavy wagons, over 1 ton in weight, rate and a half. Minimum charge, 21s. each wagon.

3. When two or more vehicles as above, either set up or in pieces, consigned from one consignor to one consignee, are loaded together in one four-wheeled truck, they will be charged full rates for the first vehicle and half rates for each additional vehicle, but will be carried at owner's risk.

4. A bogie truck will, for the purpose of the last preceding paragraph, be treated as two four-wheeled trucks.

(22.) Furniture-vans and Household Removals.

1. Furniture conveyed in furniture-vans or transports will be charged Class B, computed on the gross weight of van or transport and contents.

2. Furniture-vans or transports returning empty after having been conveyed loaded by rail, or when being forwarded empty to be returned loaded by rail, will be conveyed at the rate for wagons (Regulation 21, Part III), no extra charge being made for vans or transports over 1 ton in weight.

3. *Bona fide* household removals will be charged Class B and conveyed at the sole risk of the owners. Minimum weight per consignment, 1 ton. Persons desiring the exclusive use of a truck for such household removals may be allowed such exclusive use at a minimum charge as for 3 tons at Class B for each four-wheeled truck.

4. All loading and unloading must be performed by the owners.

(23.) Returned Empties.

1. Returned empties are packages which have on the outward journey been carried over the railways full and are being consigned from the original consignee and the original receiving-station to the original consignor and the original sending-station.

2. Furniture-coverings such as scrim or canvas used for covering furniture which has been conveyed by rail may, when being returned, be carried as returned empties under the provisions of this regulation.

3. The charges for returned empties will be as follows:—

	s. d.
For any distance of not more than 25 miles ..	0 6 per cwt.
For any distance over 25 miles and not more than 50 miles ..	0 9 „
For each 50 miles or part of 50 miles beyond the first 50 ..	0 4½ „

Minimum charge as for 1 cwt.

4. Returned empties must be certified by consignors to have passed over the railway full as provided herein.

5. Carriage must be prepaid, unless there be an arrangement between the Department and the consignee to the contrary.

6. Returned empty butter, egg, fish, fresh-meat, fruit, nut, vegetable, and casein curd packages, other than textile coverings for fresh meat, previously carried over the railway full will be carried from the original consignee and the original receiving-station to the original consignor and the original sending-station, at half the returned-empty rate up to 100 miles, and at the full rate charged for returned empties for the balance of the journey. Textile coverings for fresh meat which has been conveyed by rail will, when being returned to the original consignor and sending-station from the original consignee and the original receiving-station, be conveyed free up to 100 miles and at the full rate for returned empties for the balance of the journey.

7. Owners may be required to perform all handling of returned empties.

8. Consignments under this heading will be carried at owner's risk.

(24.) Empty Cases for Carriage of Fruit, and Shooks for Manufacture of Fruit-cases.

1. Empty cases, manufactured from New Zealand timber, and crates containing empty punnetts, consigned direct to *bona fide* fruitgrowers—not “returned empties,” but to be reconsigned over the railway full, and, when so reconsigned, to contain only New-Zealand-grown fresh fruit—will be charged at the rate for returned empties (Regulation 23, Part III).

2. Shooks, New Zealand timber, not exceeding 3 ft. in length, in bundles, consigned direct from mills to *bona fide* fruitgrowers for manufacture of cases to be used solely for carriage by rail of New-Zealand-grown fresh fruit, will be charged half rates, Class C.

3. Consignments under this heading will be conveyed at owner's risk.

4. Consignment-notes for empty cases, and shooks, carried under this regulation are to be endorsed by senders as follows:—

I hereby certify that these cases [or shooks] are consigned direct to a *bona fide* fruitgrower, and are to be used solely for packing New-Zealand-grown fresh fruit to be conveyed by rail.

5. All loading and unloading must be performed by the owners.

(25.) Exhibits forwarded to Shows, &c.

1. Stock, implements, dogs, poultry, produce, &c., consigned for exhibition at agricultural, horticultural, dog, and poultry shows, and egg-laying competitions; ploughs for use at prize ploughing matches; entire horses consigned for exhibition at horse parades; and sheep-dogs competing at dog trials—will be charged full tariff rates going to the show, competition, ploughing match, parade, or dog trial; such rates must be prepaid.

2. All such goods, whether forming the whole or only a portion of the original consignment, will, if returned unsold within one month from the closing of the show, competition, ploughing match, parade, or dog trial, be conveyed back to the original consignor and to the original forwarding-station free, but at owner's risk, provided a certificate in the following form is handed to the Department when the returned exhibits are consigned.

3. CERTIFICATE FOR UNSOLD RETURNED EXHIBITS.

, 19 .

To Stationmaster,
I hereby certify that the undermentioned were catalogued by at
the (a) Signed , Secretary, (b)

Description of Exhibits.	Number in Society's Catalogue.

I hereby certify that the exhibits above mentioned were forwarded by rail from _____ to _____ on _____ for the purpose of being exhibited at the (a) _____; that they were then and still are my property, no sales or exchanges thereof having been effected since they were forwarded by rail as above mentioned; and that they are being returned from _____ to _____ after having been exhibited at the above-named (a) _____

Owner's Signature.

The above-mentioned exhibits were entered on waybill No. _____, from Station, dated _____, 19 _____, and were charged full ordinary rates.

_____, Stationmaster (destination station).

(a) Insert name of show, parade, &c.

(b) Insert name of society.

4. For all exhibits which may have been sold ordinary rates will be charged, irrespective of the points between which they are carried.

5. Full ordinary rates will be charged for all vehicles used on the homeward journey in excess of the number of vehicles used for conveyance of the exhibits on the outward journey.

6. Food-troughs, buckets, &c., poultry pens and coops for use at shows, egg-laying competitions, &c., will be conveyed under this regulation.

7. Loading and unloading shall be performed by owners.

8. The Department shall be relieved of all responsibility for loss of or damage to goods or live-stock carried free under this regulation.

(26.) Goods for Distribution at Destination.

1. When more packages or articles than one are packed in hampers, crates, bags, cases, or other packing or fastening, and are consigned from or to express companies or forwarding agents, and are for distribution at destination, double the usual charge will be made: minimum charge, as for 5 cwt. at single rate.

2. The words "forwarding agents" for the purposes of this regulation mean and include any person, firm, or company to whom goods intended to be distributed are sent (whether generally or in the particular case), such person, firm, or company receiving such goods merely as agent for the purpose of distribution. The onus of proving that goods are not forwarded to an agent for distribution rests with the consignor in each case.

3. Where a *bona fide* trading-firm (not being a forwarding agency) consigns goods to itself, its branch, or its representative in the ordinary course of its business, whether such goods are to be held as stock or are for delivery to its customers, the ordinary and not the distribution rate will apply. Every such consignment must be handed to the Department and taken delivery of from the Department as a single consignment, and under no circumstances are deliveries to be split to permit of distribution being made direct from the railway premises.

(27.) Boats for Use at Regattas.

1. Rowing, sailing, or motor boats exclusively for use in contests at regattas will on the outward journey be charged Class C (without additional charge for check wagons). Minimum, 10 cwt. per wagon.

2. On being returned from the regatta they will be conveyed from the original destination station to the original forwarding-station free of charge. The crews of the boats must travel by rail to and from the regatta. All loading and unloading is to be performed by owners, and the boats will be carried entirely at owners' risk.

3. For the outward journey the following certificate must be endorsed on the consignment-note by the consignor:—

I hereby certify that the boat entered hereon is being forwarded from _____ to _____ exclusively for the purpose of being used in contests at _____ Regatta.

4. On the return journey the following certificate must be endorsed on the consignment-note by the consignor:—

I hereby certify that the boat entered hereon was consigned from _____ to _____ on _____ and that it has been used exclusively in contests at _____ Regatta.

(28.) Cranage.

1. Except as otherwise specified, cranage will be charged for the use of the Department's cranes for lifts not under 10 cwt. at the following rates:—

(a.) For goods not otherwise specified, 8d. per ton; minimum charge, 8d. For timber, 2d. per 100 superficial feet; minimum charge, 8d.

(b.) When the weight of any package for which a crane is used exceeds 30 cwt. cranage will be charged for at the rate of 2s. 10d. per ton, plus the cost to the Department of providing labour and supervision.

(c.) When cranage is charged for in respect of the handling of any goods for which loading, unloading, or handling charges are payable, half the ordinary charges will, unless otherwise provided, be made for such loading, unloading, or handling (in addition to the charge for cranage).

2. When the weight of the consignment to be handled is beyond the lifting-capacity of the crane at the station, or where there is no crane provided, and a crane is, at the request of the consignee (or consignor), hauled from another station to the station at which the crane is required, a charge at the rate of 2s. per mile (mileage counted one way only) will be made for such haulage, with a minimum charge of 14s.

3. The Department does not undertake to supply cranes, nor does it guarantee the lifting-capacity thereof, or of any appliances used in connection therewith.

4. The loading and unloading of heavy articles at stations or sidings unprovided with suitable lifting appliances for the handling of such packages must be undertaken by the owners at their own risk and expense, and such articles will not be received for carriage from or to such stations or sidings unless satisfactory arrangements shall first have been made by the owners for loading or unloading, as the case may be.

5. No article weighing more than 10 tons or the weight of which exceeds the lifting-capacity of the crane at either the receiving or forwarding station, or which requires for its carriage a specially constructed truck, or any alteration in a truck, shall be received and carried except under a special agreement.

(29.) Check and Empty Railway-wagons.

1. Check wagons and empty railway-wagons hauled on their own wheels will be charged 6d. per truck per mile up to 50 miles, and 4d. per truck per mile for each additional mile. Bogie trucks will be charged double rates.

2. A check wagon or wagons will be charged for when the running of the same is required by reason of the length of the goods. When such goods cannot be loaded in a four-wheeled truck and a bogie truck is specially provided, charges as for a check wagon will be made unless other provision is made for charging for such goods when loaded in bogie wagons.

(30.) Yardage.

1. Live-stock (not carried or to be carried by rail) occupying or using Railway stock-yards will be charged as follows:—

Cattle, 8½d. per head per day or part of a day.

Calves, sheep, goats, pigs: For the first 100 or part thereof, 3d. per head per day or part of a day; for each additional animal, ½d. per head per day or part of a day.

2. Live-stock will be held at the sole risk of owners, who will also require to make their own arrangements for feeding and watering the same.

3. Railway stock-yards may be used for such live-stock only at the convenience of the Department.

(31.) Tarpaulins.

1. Consignors who undertake the covering of any goods shall make good all damage to tarpaulins arising from such goods being insufficiently or negligently covered, secured, or protected.

2. The Department does not undertake to provide tarpaulins for goods of Classes F, K, M, N, P, Q, nor labour for covering such goods when loaded by consignor, and will take no responsibility in respect of these classes of goods on account of their not being covered by tarpaulins. Tarpaulins, if supplied for these classes of goods, will be charged for as follows:—

Distance.	Rate per Tarpaulin.	
	s.	d.
Not exceeding 100 miles	1	5
Over 100 miles and not exceeding 250 miles	2	10
Over 250 miles	4	2

3. When tarpaulins are provided to cover goods of Classes F, K, M, N, P, Q, or R from one consignor to various consignees, or from various consignors to one or several consignees, the consignor who requires the goods to be covered will be called upon to pay the charges for cover.

4. Tarpaulins not released within eight working-hours from time of arrival will be charged demurrage at the rate of 1s. 5d. per tarpaulin per day or part of a day after the first eight hours. Working-hours shall be deemed to be from 8 a.m. to 5 p.m. Sundays and days on which goods-sheds are closed for the whole day will be treated as *dies non*.

5. When owners of goods do their own loading, and require the use of tarpaulins, they must provide the labour for covering the truck. If covering is done by the Department 1s. 5d. per tarpaulin will be charged.

6. Private tarpaulins supplied by consignors for the protection of their consignments during transit by rail will be conveyed free of charge on both the outward journey and when being returned from the original destination station to the original forwarding-station.

(32.) Haulage, Handling, Sorting, and Transhipment Charges.—Port Stations.

1. Except as otherwise provided, the charge for haulage and handling at and between ship's side and private stores or sidings or Government sheds and public sidings at the same station will be as follows:—

(a.) For handling at ship's side—	s.	d.
Goods not otherwise specified, per ton (minimum charge 9d.)	1	5
Goods charged Class E, single rate, per ton (minimum charge 9d.)	1	1
Timber (Class K), per 100 superficial feet (minimum charge 9d.)	0	6
(b.) For haulage from ship to Government shed or public siding, or vice versa—		
Goods not otherwise specified, per ton (minimum charge 9d.)	1	5
Timber (Class K), New Zealand, per 100 superficial feet (minimum charge 1s. 6d.)	0	6
Timber (Class K) imported, per 100 superficial feet (minimum charge 2s. 3d.)	0	9
(c.) For haulage from ship to ship or private store or siding, or vice versa—		
Goods not otherwise specified, per ton (minimum charge 2s. 2d.)	1	5
Timber (Class K), New Zealand, per 100 superficial feet (minimum charge 3s. 6d.)	0	6
Timber (Class K) imported, per 100 superficial feet (minimum charge 5s. 3d.)	0	9

- (d.) For handling at Government sheds or public sidings—
 - Goods not otherwise specified, per ton (minimum charge 9d.) 1 5
 - Goods charged as Class E, single rate, per ton (minimum charge 9d.) 1 1
 - Timber (Class K), per 100 superficial feet (minimum charge 9d.) 0 8½

Provided that when timber is handled by the Department at a goods-shed or public siding by means of a crane, and crange is charged for, half rate only will be charged for handling under the provisions of this paragraph (minimum charge 9d.).

- (e.) When goods conveyed under this regulation are tallied but not handled by the Department the following charges for tallying will be made—
 - Goods not otherwise specified, per ton (minimum charge 9d.) 0 9
 - Timber, per 100 superficial feet (minimum charge 9d.) .. 0 4½

2. (a.) Goods ex ship hauled and charged for such haulage as per subparagraphs (b) and (c) of paragraph 1 of this regulation, and which require to be sorted out for delivery or for redespach, will be charged 2s. 1d. per ton, which charge shall include the unloading charge specified in clause (d) of paragraph 1 of this regulation (minimum charge 1s.).

(b.) Goods ex ship (other than those mentioned in subparagraph (a) of this paragraph) which require to be sorted out for delivery or redespach will be charged for such sorting at the rate of 1s. 5d. per ton (minimum charge 9d.).

3. Where the consignee of any goods requires that the consignment be divided for delivery or redespach to his order the following charges will be levied on such goods in addition to those specified in clauses (a) and (b) of paragraph 2 of this regulation :—

Goods not otherwise specified, per ton (minimum charge per lot delivered or redespached 3d.)	s.	d.
	1	0
Timber, per 100 superficial feet (minimum charge per lot delivered or redespached 3d.)	0	3

4. No sorting charge will be made on consignments consisting of a single package.

5. Haulage of ship's ballast from ship's side and tipping to spoil will be charged 2s. 10d. per ton (minimum charge 42s.).

6. Except as otherwise provided, *bona fide* transhipments from one vessel to another at the same port will be charged for haulage, handling, and storage at the following rates :—

(a.) When the goods are received by the Department on the wharf and redelivered to another vessel at the same wharf without being placed in trucks, 2s. 1d. per ton (minimum charge 1s.). The Department reserves to itself the right to decide whether such goods shall or shall not be loaded into trucks and hauled from ship to ship.

(b.) When the goods are received ex ship into trucks and hauled to another ship for reshipment within thirty-six hours, 4s. 3d. per ton, including receipt ex ship, haulage, and redelivery to ship (minimum charge 2s. 3d.).

(c.) When the goods are received ex ship into trucks and are not reshipped within thirty-six hours or are hauled to shed for storage and afterwards redelivered to ship, a transhipment charge of 2s. 1d. per ton (minimum charge 1s.) will be made to cover handling in the shed (or detention of the trucks) and storage up to one week. In addition, charges will be made for haulage from or to the ships and for handling (when performed by the Department) at the ships' side at the rates specified in subparagraphs (a) and (b) of paragraph 1 of this regulation. After the expiry of one week storage will be charged for at the rate ordinarily chargeable for storage at the station concerned in each case.

(For wharfage rates on transhipments over railway wharves, see Part VI)

7. Wool will be computed at the rate of five bales not exceeding 4 cwt. each to the ton.

8. Charges may be computed by weight or measurement at the option of the Department.

(33.) Storage.

1. Consignees are, according to the distance of their residence or place or business from the destination station, allowed the undermentioned periods (calculated from the time of arrival of their goods at the destination station) in which to remove such goods :—

Distance of Residence or Place of Business from Station (by nearest Available Route).	Period allowed when Goods are handled by the Department and stored.	Period allowed when Goods are required to be unloaded from Trucks by Consignees.
Within 2 miles	Eight working-hours ..	} Eight working - hours (irrespective of distance).
Over 2 miles and within 5 miles	Sixteen working-hours ..	
Over 5 miles and within 20 miles	Three days	
Over 20 miles	One week	

Working-hours shall be deemed to be from 8 a.m. to 5 p.m. Sundays and days on which goods-sheds are closed for the whole day will be treated as *dies non*

2. Goods not removed within the time specified above in each case will be considered as stored, and storage will be charged for at the following rates:—

(a.) At country stations: 2s. 10d. per ton per week or part of a week (minimum charge per week 9d.).

(b.) At other stations: 9d. per ton per day or part of a day (minimum charge 3d. per day).

(c.) When goods are stored in the open, half the above rates will be charged in each case.

(d.) When tarpaulins are used for covering goods stored in the open they will be charged for at the rate of 1s. 5d. per tarpaulin per day or part of a day in addition to the charges for storage: Provided that the total charges shall not exceed the charges for storage at the rate specified in subparagraphs (a) and (b) of paragraph 2 of this regulation.

3. Storage charges as set out in paragraph 2 hereof will be levied after twelve working-hours on goods brought to stations pending consignment, whether such goods form part of uncompleted consignments or not.

4. When goods which consignees are required to unload are stored on a truck at destination station demurrage charges will be levied as per Regulation 34.

5. Storage charges will be computed on weight or measurement, at the option of the Department.

6. Stored goods will be held at owner's risk.

7. Whenever goods are stored due notice will be given to the consignee if his address is known, or, if his address is unknown, notice will be given by posting a letter to the consignee to the address (if any) given on the goods or on papers relating thereto; but the omission to give such notice will not affect the liability of the Department in respect of such goods, or its right to charge for the storage of the same.

8. All stations except those at Whangarei, Auckland, Newmarket, Mount Eden, Frankton Junction, Hamilton, Wanganui, New Plymouth, Gisborne, Napier, Palmerston North, Wellington, Blenheim, Nelson, Westport, Greymouth, Hokitika, Lyttelton, Christchurch, Timaru, Oamaru, Port Chalmers, Dunedin, Gore, and Invercargill are deemed to be country stations for the purpose of this regulation.

9. The Department does not undertake the provision of storage accommodation for goods.

10. Explosives and dangerous goods must be removed from the premises of the railway immediately they are available for delivery. If left on the premises of the railway they will be at the entire risk and responsibility of the owner, and will be charged for storage at treble the rates specified above, or they may be removed from the premises of the Department and stored at the risk and expense of the owner.

(34.) Demurrage.

1. Demurrage will be charged on each truck loaded with goods which it is the duty of the owner or consignee to unload, and which is not discharged within eight working-hours from the time when the truck is available for unloading.

The charges will be as follows:—

Four-wheeled trucks—14s. per truck for each succeeding eight working-hours or part thereof.

Bogie trucks—28s. per truck for each succeeding eight working-hours or part thereof.

2. The Department reserves to itself the right of unloading such wagons at any time after the expiration of the aforesaid eight hours at the sole risk and expense of the owner or consignee, when the goods will be stacked and stored in the most convenient place for the Department, and remain on hand at the sole risk and expense of the owner or consignee, as the case may be.

3. Demurrage at the rates specified in paragraph 1 of this regulation will also be charged on every truck ordered and not loaded, or improperly loaded, or loaded and not ready for despatch within eight working-hours from the time such wagon is made available for loading in pursuance of such order.

4. For the purpose of calculating demurrage charges working-hours shall be deemed to be from 8 a.m. to 5 p.m. Sundays and days on which goods traffic is not worked will be treated as *dies non*.

5. Except as otherwise provided, the following charge will be made on goods consigned to a port and held in railway-trucks awaiting shipment:—

For the day of arrival and following day no charge will be made. After the expiry of that time 1s. 5d. per ton per day or part of a day will be charged. In no case shall such charge exceed the charge for demurrage under paragraph 1 of this regulation.

(35.) Weighing.

1. The consignor shall declare the weight of traffic handed to the Department for transport. If, however, the weight is not declared, and it is necessary for the Department to weigh the traffic for the purpose of calculating the railrage charges, a charge may be made for weighing at the rates set forth hereunder.

2. Consignments of goods are weighed solely for the purpose of arriving at railway charges, and in no instance will the Department accept responsibility for or guarantee its weighings as between buyer and seller.

3. The Department will, at stations where weighing-facilities exist, and when reasonably convenient, weigh goods at the special request of consignor or consignee. No liability shall rest on the Department for any omission to weigh any goods. Consignors should declare on the consignment-note whether they require the goods weighed by the Department.

4. In cases where either the consignor or consignee requests in writing that the goods be weighed and there is no wagon weighbridge either at the forwarding or the destination station, or on the direct route between such forwarding and destination stations, the goods will be forwarded to the nearest weighbridge station and the railrage will be calculated via such weighing-station. The usual charge for the weighing will be imposed. In addition, a shunting charge of 2s. 6d. per wagon will be made when a wagon has to be specially shunted at a station (not being the starting or destination station of the goods to be weighed) to enable the weight to be ascertained for the purposes of the consignor or consignee.

5. The charges for each wagon weighed on a wagon weighbridge will be as follow :—

Four-wheeled wagons	1s. 5d. each.
Bogie wagons	2s. 10d. each.

When more than one copy of a weight-certificate is required by the same person or firm for goods weighed on the Department's wagon weighbridges a charge of 6d. will be made for each certificate in addition to the first for each four-wheeled or bogie wagon.

6. Goods weighed on cart weighbridges will be charged as follows :—

Goods conveyed by rail	5d. per load.
Goods not conveyed by rail	8d. per load.

7. The charges for other goods weighed by the Department will be as follows :—

Wool, rabbit, and sheep skins in bales	5d. per bale.
Sheep-skins in bundles	1d. per bundle.
Grain, onions, potatoes, and seeds	1d. per bag.
All other goods	1½d. per cwt.
Minimum charge 1d. per package.	

8. The Department may decline to supply weights.

(36.) Haulage between Sheds and Sidings and Handling Charges.

1. Where the loading or unloading of traffic is performed by consignors or consignees at private stores and sidings, the Department will take no responsibility for the condition of the goods or for delivery of quantities or weights as declared by consignors or consignees.

2. Goods hauled between a private siding and a public siding or Government shed, or between two private sidings at the same station, will be charged haulage as follows :—

	s.	d.
Goods not otherwise specified, per ton	1	5
Timber, New Zealand, per 100 superficial feet	0	6
Timber, imported, per 100 superficial feet	0	9

When any such goods are handled by the Department at a public siding, Government shed, or private store or siding the following charges will be made for handling :—

	s.	d.
Goods not otherwise specified, per ton	1	5
Goods charged at Class E, single rate, per ton	1	1
Timber (Class K), per 100 superficial feet	0	8½

Provided that when timber is handled by means of a crane and crannage is charged for, half rate only will be charged for handling under the provisions of this paragraph.

3. Where goods conveyed under this regulation are tallied but not handled by the Department the following charges for tallying will be made :—

	s.	d.
Goods not otherwise specified, per ton (minimum charge 9d.)	0	9
Timber, per 100 superficial feet (minimum charge 8d.)	0	4½

4. For the purpose of this regulation the minimum load for a truck of timber will be 700 superficial feet, and any less quantity will be charged at this minimum.

5. Except where wagons are fully loaded, the minimum load of any wagon delivered to a private siding, or of a wagon lifted from a private siding, will be 30 cwt. Any less quantity will be charged as 30 cwt.

6. The Department reserves the right to fill up at its sheds or yards any wagon not loaded to its full carrying-capacity consigned to or from a private siding.

7. Holders of private sidings are held responsible for the safe custody of railway property of any kind while in their sidings, and must return such property to the Department in the same condition as when placed in the private siding.

(37.) Food Products for Charitable Institutions.

1. Food products donated to charitable institutions will be conveyed at owner's risk at half rates, on written authority of the District Manager.

2. Written application for this concession, supported by the recommendation of a Charitable Aid Board, must in every case be made to the District Manager before the goods are presented for carriage.

(38.) The New Zealand and South Seas Exhibition, Dunedin, 1925-1926.

In consideration of their being carried solely at the risk of consignors and of the Government being freed of all liability in connection therewith, exhibits consigned for exhibition at the New Zealand and South Seas Exhibition to be opened at Dunedin on or about 12th November, 1925, will be carried free on the New Zealand Government railways at the sole risk of the owner, provided that each package shall be consigned to the Secretary of the Exhibition and marked legibly "For Exhibition at the New Zealand and South Seas Exhibition."

Under similar conditions and on the production of a certificate from the Secretary of the Exhibition stating that the exhibits have not been transferred, exchanged, or sold, and are still the property of the original consignors, free railage will be granted on the return journey.

All loading and unloading shall be performed at the risk and expense of the consignors.

In the event of any portion of the exhibits being sold the full ordinary railway charges must be paid on the whole of the exhibits as originally consigned to the Exhibition, and also on the unsold portion which is returned from the Exhibition.

PART IV.—GOODS.—LOCAL RATES.

The following rates will be charged upon the lines herein specified, instead of the classified rates specified in Part III. Except as herein otherwise provided, the regulations under Part III will apply.

KAIHU SECTION.

The Department may require owners to unload timber from the railway-wagons at Dargaville. For unloading performed by the Department at Dargaville the following charges will be made, per 100 superficial feet:—

	s.	d.
At the skids	0	0 $\frac{1}{2}$
At the Railway Wharf	0	5

NORTH ISLAND MAIN LINE AND BRANCHES.

Except otherwise specified, goods of Classes A, B, C, D, and H to or from ships at Onerahi or Opua will be charged as Class A, at weight or measurement, as the Department may direct.

Coal from Waro or Hikurangi Coal Company's siding to Opua for shipment will be charged 7s. per ton, including the use of the Department's crane on Opua Wharf.

Ships shall place goods in and take delivery of goods from trucks at Onerahi and Opua Wharves, which shall for the purpose of receipt and delivery of goods be deemed to be flag stations.

Frozen mutton, lamb, pork, or beef, and tallow or pelts in casks, consigned from the Auckland Farmers' Freezing Company's siding at Moerewa to Opua for shipment by overseas vessels at that port, will be charged at the following rates:—

	Per Ton.	
	s.	d.
Frozen mutton, lamb, or pork	8	8
Frozen beef	7	10
Tallow in casks	9	0
Pelts in casks	8	2

Coal consigned from Waro or Hikurangi Coal Company's Siding, to Onerahi for shipment to ports other than Auckland will be charged 3s. 10d. per ton, including weighing and delivery to ship by skip.

Coal from Waro or Hikurangi Coal Company's siding to Onerahi for shipment to Auckland will be charged 4s. 7d. per ton, including delivery to ship by skip.

Coal consigned from North New Zealand Coal and Cement Company's Siding to Onerahi for shipment to ports other than Auckland will be charged 3s. per ton, including weighing and delivery to ship by skip.

Coal from North New Zealand Coal Company's siding to Onerahi for shipment to Auckland will be charged 3s. 11d. per ton, including delivery to ship by skip.

Goods of Classes P and Q consigned from Ruatangata to Onerahi for shipment to ports other than Auckland will be charged 3s. 2d. per ton, including weighing and delivery to ship by skip.

Charges at the rate of 6d. per ton (minimum charge, 2s.) will be made for the use of the Department's crane on Opua Wharf.

The Department may require owners to unload timber from the wharves at Kioreroa and Opua. For unloading performed by the Department at Kioreroa or Opua the following charges will be made, per 100 superficial feet:—

	s.	d.
At the skids	0	0 $\frac{1}{2}$
At the wharf	0	5

All logs unloaded at the skids shall be taken delivery of by consignees in the harbour within the booms. Delivery will be deemed to be complete when the logs are placed within the booms.

TALLYING SHIPS' CARGO, AUCKLAND WHARVES.

For tallying goods of classes A, B, C, and D to or from ships at the Auckland wharves a charge of 9d. per ton, weight or measurement at the option of the Department, will be made. Minimum charge, 9d.

AUCKLAND OR NEWMARKET AND ONEHUNGA.

Except otherwise specified, goods of Classes A, B, C, D, and H between Onehunga and Auckland or Newmarket will be charged as follows:—

Between Auckland or Newmarket and						A, B, C, D, H, per Ton.
						s. d.
Onehunga Town .. .. .	..	..	..	..	..	5 7
Onehunga Wharf .. .. .	..	..	..	..	..	5 11

The charges on ships' goods will be computed in accordance with Regulation 11, Part VII.

The rate to the wharf includes all charges on goods of Classes A, B, C, D, H for loading or unloading in the yards or sheds, and delivery to or receipt from ships in trucks alongside the wharf at Onehunga.

LOCAL RATES—continued.

BUTTER AND CHEESE. SPECIAL RATES.

Butter and cheese conveyed between the undermentioned stations will be charged as follows :—

From			To			Rate per Ton.	
						s.	d.
Tatuanui	..	..	Auckland	..	..	33	2
"	..	..	Southdown	..	..	32	4
Waitoa	..	..	Auckland	..	..	33	2
"	..	..	Southdown	..	..	32	4
Waihou	..	..	Auckland	..	..	33	10
"	..	..	Southdown	..	..	32	8
Hikutaia	..	..	Auckland	..	..	30	0
"	..	..	Southdown	..	..	30	0
Wharepoa	..	..	Auckland	..	..	30	0
"	..	..	Southdown	..	..	30	0
Matatoki	..	..	Auckland	..	..	30	0
"	..	..	Southdown	..	..	30	0
Te Aroha	..	..	Auckland	..	..	30	0
"	..	..	Southdown	..	..	30	0
Paeroa	..	..	Auckland	..	..	30	0
"	..	..	Southdown	..	..	30	0
Waihi	..	..	Southdown	..	..	35	0
Papatoetoe	..	..	Auckland	..	..	7	5

RATE ON FRUIT, AUCKLAND TO WANGANUI, PALMERSTON NORTH, AND WELLINGTON.

Fruit by express or passenger train from Auckland to Wanganui, Palmerston North, and Wellington (minimum quantity 10 tons) will be charged £2 14s. 7d. per ton. Any less quantity will be charged at this minimum or at Class D rate, with a minimum of 6 tons per consignment.

All loading and unloading must be performed by the owners.

These rates will also apply to imported fruit forwarded by goods-train. Fruit will be carried by express or passenger trains only at the convenience of the Department.

The following goods will be charged the undermentioned rates **between** the stations specified :—

From or to	To or from	Description of Goods.	Rate per Ton.
Paeroa	Karangahake	Goods of Classes A, B, C, D	6s. 1d.
Paeroa	Waikino or Waihi Gold-mining Company's siding	..	8s. 5d.
Paeroa	Waihi	Manures, other than street, stable, and farmyard	10s. 9d.
Westfield and Farmers' Freezing Company's siding (Southdown), Te Papapa, or Otahuhu	Auckland .. .. .	..	Class P, including use of tarpaulins; minimum quantity, 5 tons per four-wheeled truck.

The following goods will be charged the undermentioned rates when conveyed **from and to** the stations specified hereunder in each case :—

From	To	Description of Goods.	Rate per Ton.
Auckland or Newmarket	Thames - Thames South, or Paeroa	Classes A, B, C, D	25s.
Auckland, Newmarket, Onehunga, Te Papapa, Southdown, or Westfield	Tui Pa - Parawai and intermediate stations except Paeroa	Classes A, B, C, D	3s., except where the charges computed in accordance with subparagraph (f), paragraph 1, Regulation 2, Part III, are cheaper.
Onehunga, Te Papapa, Southdown, or Westfield	Te Aroha	Classes A, B, C, D	35s., except where the charges computed in accordance with subparagraph (f), paragraph 1, Regulation 2, Part III, are cheaper.
Auckland or Newmarket	Te Aroha	Classes A, B, C, D, except sugar, fencing-wire, galvanized iron, bar, rod, hoop, sheet, angle, or plate iron or steel	35s., except where the charges computed in accordance with subparagraph (f), paragraph 1, Regulation 2, Part III, are cheaper.
Auckland or Newmarket	Te Aroha	Sugar, fencing-wire, galvanized iron, bar, rod, hoop, sheet, angle, or plate iron or steel	25s.

From	To	Description of Goods.	Rate per Ton.
Auckland or Newmarket	Karangahake-Waikino and intermediate stations	Classes A, B, C, D, except sugar, fencing-wire, galvanized iron, bar, rod, hoop, sheet, angle, or plate iron or steel	35s., except where the charges computed in accordance with subparagraph (f), paragraph 1, Regulation 2, Part III, are cheaper.
Auckland or Newmarket	Waihi	Classes A, B, C, D, except benzine, kerosene, and similar mineral oils, sugar, fencing-wire, galvanized iron, bar, rod, hoop, sheet, angle, or plate iron or steel	35s., except where the charges computed in accordance with subparagraph (f), paragraph 1, Regulation 2, Part III, are cheaper.
Auckland or Newmarket	Waihi	Benzine, kerosene, or similar mineral oils ..	25s.
Auckland or Newmarket	Karangahake-Waihi and intermediate stations	Sugar, fencing-wire, galvanized iron, bar, rod, hoop, sheet, angle, or plate iron or steel	28s.
Onehunga, Te Papapa, Southdown, or Westfield	Karangahake-Waihi and intermediate stations	Classes A, B, C, D	35s., except where the charges computed in accordance with subparagraph (f), paragraph 1, Regulation 2, Part III, are cheaper.
TeAroha, Waihi, Thames, and intermediate stations	Auckland, Newmarket, Onehunga, Te Papapa, Southdown, or Westfield	Classes A, B, C, D	35s.
Auckland, Newmarket, Mount Eden, and Onehunga	Westfield and Farmers' Freezing Company's siding (Southdown)	Copra; candlenuts, peanuts; rape-seed, linseed; sodas and other materials for use in the manufacture or packing of oil, soap, candles, and acids; and empties	4s. 11d.; minimum charge. 9s. 10d.
Westfield and Farmers' Freezing Company's siding (Southdown)	Auckland, Newmarket, Mount Eden, and Onehunga	Oil, soap, candles, soda-crystals, refined tallow, sulphuric acid, and oil-cake and their by-products, and empties	4s. 11d.; minimum charge. 9s. 10d.
Paeroa, Mangaiti, Te Aroha, Waihou, and Waitoa	Auckland	Wool, undumped	6s. 11d. per bale.
Auckland	Frankton Junction or Hamilton	Benzine, kerosene, or similar mineral oils in quantities of not less than 200 cases	45s.
Tuakau	Auckland	Tinned fish	21s.
Portland	Henderson, Avondale, and intermediate stations	Cement manufactured from New Zealand products	18s. 6d.

THROUGH BOOKING, NORTH ISLAND MAIN LINE AND BRANCHES AND PORTS ON
THE MANUKAU HARBOUR.

Goods booked through between stations on the North Island main line and branches and ports on the Manukau Harbour will be charged at the following rates for conveyance by steamer, in addition to the railway rates and charges to or from Onehunga Wharf, as specified in Parts III, IV, and VI hereof :—

	s.	d.
Ammunition and cartridges, per case	2	0
Beer, per case	2	0
Beer, 5 gallons, each	1	2
Beer, 10 gallons, each	1	9
Beer, 18 gallons, each	2	3
Beer, 36 gallons, each	3	0
Beer, hogsheads, each	4	6
Benzine, per case	1	0
Bricks, per 1,000	35	0
Bicycles, each	2	0
Bicycles, motor, each	5	0
Boiler-frames, concrete, each	2	6
Butter, per box	1	3
Butter, 2 boxes or more, each	1	0
Bread, per sack	1	3
Buggies, each	20	0
Calves (small), each	2	6
Carts, each	20	0
Cattle, each	12	6
Cement, per ton	7	6
Chaff, per sack	0	8
Cheese, per case	1	9
Coke, per sack	0	10
Desks, each	2	6
Doors, each	1	9
Empty returns, per ton	5	0
Eggs, per box	1	0
Eggs, 2 boxes or more, each	0	9
Fruit, per case	0	9
Fungus, per sack	1	0
Flax and tow, per ton	15	0
Flour, per ton	5	0
Furniture, per ton measurement	7	6
Furniture, per ton weight	80	0
Grates, register, each	5	0
Gum, per sack	1	6
Hardwood, per 100 ft.	2	6
Hay, per ton	15	0
Hides, each	1	0
Kerosene, per case	0	9
Lime, per ton	7	6
Machines, sewing, hand, each	2	6
Machines, sewing, treadle, each	5	0
Mantelpieces, each	3	6
Manure, per ton	6	0
Mattresses, single, each	3	6
Mattresses, double, each	5	0
Milk-cans, each	0	6
Mouldings, per 100 ft.	4	6
Perambulators, each	2	6
Pigs, live, up to 30 lb., each	1	6
Pigs, live, over 30 lb., each	1	3
Pigs, dead, each	2	0
Pipes, 4 in., each	0	3
Pipes, 6 in., each	0	4
Pipes, 9 in., each	0	8
Pipes, 12 in., each	1	3
Pipes, 24 in., each	2	0
Posts, jarrah, 4 x 2 and 3 x 3, per 100	12	6
Rams, each	2	6
Sash-frames, made up, each	3	6
Sheep, per 100	70	0
Sheep, small lots, each	0	10
Sheep-skins, each	0	1½
Spirits, per case	1	3
Stoves, with boiler, each	5	0
Stoves, without boiler, each	4	0
Sugar, per ton	17	6
Tanks, 200 gallons, each	4	0
Tanks, 300 gallons, each	4	0
Tanks, 400 gallons, each	5	0
Tanks, 600 gallons, each	6	6
Tar, per cask	3	6
Timber, per 100 ft.	2	6
Wheels, each	1	6
Wool, per bale	2	6
Wool, per sack	0	9
Sack goods—Oats, wheat, barley, maize, bran, pollard, and grass-seed, per sack	0	9
Potatoes, coal, fencing-wire, sheet and bar iron, per ton weight	12	6
Goods not otherwise specified, per ton measurement	12	6
Minimum charge for each consignment, except parcels, under 14 lb.	1	0

All charges on goods consigned to ports on the Manukau Harbour, or from ports on the Manukau Harbour to flag stations on the North Island main line and branches, must be prepaid.

The Department is not responsible for steamer services and is not answerable for their fulfilment.

THROUGH BOOKING, NORTH ISLAND MAIN LINE AND BRANCHES AND PORTS ON THE KAIPARA.

Goods of Classes A, B, C, D, for or from ports on the Kaipara, will be charged per ton weight, as under, between Auckland or Newmarket and Helensville, wharfage at Helensville included; ships to place in and take delivery of goods from trucks at Helensville Wharf:—

Class A .. .. .	..	..	..	..	..	s. d.
Classes B, C, D .. .. .	..	..	..	..	..	28 0
						21 0

Goods and live-stock booked through between stations on the North Island main line and branches and ports on the Kaipara will be charged the following rates for conveyance by steamer, in addition to the railway rates and charges to or from Helensville as specified in Parts III, IV, and VI hereof, ships to place in and take delivery of goods and live-stock from trucks at Helensville Wharf:—

	To or from Dargaville, Naumai, Manga-whare, Turihiri, Aratapu, Mititai, Arapohue, Bradley's Landing, Hore Hore, Rope's Wharf, Te Kopuru, Patarariki, Tokatoka, Tikinui, Raupo, Ruawai, Tangahiri, Pouto, Beacon Point, South Head. All Stations on the Kaihu Railway Line.	To or from Slade's Wharf, Williams's Wharf, Vineries, Hoanga South, Harding's Wharf, Tangowahine, Hoanga North, Kohuroa, O'Shea's Wharf, Mangarata, Mapuna, Pukehula, Allen's Wharf, Kirikopuni, Tangiteroria, north of Dargaville.
Goods not otherwise specified, per ton weight	s. d. 18 6	s. d. 27 0
Minimum charge for parcels up to 1½ cwt.	1 6	2 0
Minimum charge for any class up to 1½ cwt.	1 6	2 0
Furniture of every description, packed or unpacked, per ton weight	42 0	50 0
Cases containing plate glass, up to 10 cwt., each	50 0	60 0
Cases containing plate glass, exceeding 10 cwt., each	50 0	60 0
Dangerous goods, per ton weight ..	50 0	50 0
Benzine, per case	0 10	2 6
Four-wheeled vehicles	35 0	40 0
Classes E, F, M, P, and Q, per ton ..	18 6	27 0
Drapery, per ton weight	30 0	40 0
Powder, blasting or sporting, per cwt. or fractional part thereof	3 0	3 6
Drays and two-wheeled carts, set up or in pieces, each	20 0	25 0
Empty egg and butter boxes, each ..	0 6	0 6
Tanks, iron, plain, or corrugated, each	15 0	20 0
Timber, sawn, per 100 ft.	4 0	4 0
Moulding, per 100 ft.	5 0	5 0
Sheep, for the first 100, per head ..	1 6	2 0
Sheep, over 100, per head	By arrangement	By arrangement.
Pigs, each	3 0	4 0
Stud rams, one and over, property of one owner, each	3 0	4 0
Cattle, one only	25 0	30 0
Cattle, two or three, property of one owner, each	25 0	30 0
Cattle, lots over three	By arrangement	By arrangement.
Heavy weights, over 1 ton, per ton ..	30 0	40 0
Flax, per bale	4 0	5 0
Timber, hardwood, per 100 ft.	5 0	5 0
Tow, per bale	5 0	6 0
Wool, per bale	5 0	5 0
Motor-cars, each	50 0	50 0
Chaff, per sack	1 0	1 3
Hardwood, piles	By arrangement	By arrangement.
Velocipedes, each	7 6	7 6
Motor-bicycles	7 6	7 6
Motor-bicycle and side-car	10 0	10 0
Bicycles, each	2 6	2 6
Dogs, each	2 0	2 0
Horses, each	25 0	30 0
Perambulators, each	4 0	5 0
Heavy weights, over 2 tons	By arrangement	By arrangement.
Calves, in sacks	2 0	3 0

All charges on goods and live-stock consigned to ports on the Kaipara, or from ports on the Kaipara to flag stations on the North Island main line and branches, must be prepaid.

The Department is not responsible for steamer services, and is not answerable for their fulfilment.

BUTTER AND CHEESE. SPECIAL RATES.

Butter and cheese conveyed between the undermentioned stations will be charged as follows :—

From			To			Rate per Ton.	
Rata	..	..	Wellington	..	..	s. d.	29 9
Utiku	..	..	Wanganui	..	..		29 11
Rata	..	..	"	..	..		16 0

WOOL RATES.

Class H, wool, undumped, will be charged as follows per bale from the stations named below :—

From			To			Rate.	
Whakatu, Tomoana, Hastings	..	..	Port Ahuriri	..	..	s. d.	1 2
Clive	..	..	Clive "	..	..		0 10
Port Ahuriri	..	..	Hastings	..	..		0 10
"	..	..	Wanganui	..	..		1 2
"	..	..	"	..	..		6 3
Turakina and Ratana	..	..	"	..	..		1 11
Wangaehu	..	..	"	..	..		1 7
Bonny Glen	..	..	"	..	..		2 4
Longburn	..	..	Wellington	..	..		6 6

These rates will also apply to scoured wool in bales not exceeding 2½ cwt. each, notwithstanding regulation under Part III.

Coal between Wanganui and Aramoho Junction will be charged Class Q.

NAPIER - BREAKWATER LINE.

Goods hauled between the Napier Harbour Board's line at Port Ahuriri and the railway-station, or private stores and sidings, at Port Ahuriri will be charged 1s. 5d. per ton; minimum charge per truck, 2s. 10d.

Goods from or for Napier and stations south thereof, other than Hastings, will be charged as follows for haulage between the Napier Harbour Board's line at Port Ahuriri and the Port Ahuriri Railway-station :—

Wool, 1½d. per bale.
 Timber, 1½d. per 100 superficial feet.
 Live-stock, 2s. 10d. per truck.
 Other goods, 3d. per ton.

Minimum charge, 3d.

Live-stock loaded into trucks at the stock-yards, Port Ahuriri, and hauled to the ship's side at the breastwork, Inner Harbour, or to the Breakwater, will be charged 10s. 6d. per four-wheeled truck. Bogie trucks double rates.

COAL, PORT AHURIRI TO NAPIER.

Coal between Port Ahuriri and Napier will be charged Class Q.

LOCAL RATES, PORT AHURIRI OR NAPIER TO HASTINGS.

1. Except otherwise specified, goods of Classes A, B, C, and D from Port Ahuriri or Napier to Hastings will be charged as follows :—

	Port Ahuriri to Hastings, per Ton.	Napier to Hastings, per Ton.
	s. d.	s. d.
(a.) Goods of Classes A, B, C, and D for local delivery	13 4	11 11
(b.) Goods of Classes A, B, C, and D consigned to private sidings	10 10	9 5
(c.) Benzine and similar mineral oils, also kerosene, in consignments of 1 tons and over, for local delivery	11 3	10 0
(d.) Benzine and similar mineral oils, also kerosene, in consignments of 1 ton and over, consigned to private sidings	8 9	7 6

2. The charges on goods specified in subparagraphs (a), (b), (c), and (d) of paragraph 1 of this regulation include all charges at Port Ahuriri for loading, consigning, and haulage.

3. The charges on goods specified in subparagraphs (a) and (c) of paragraph 1 of this regulation include delivery at Hastings within the free-delivery area, as determined by the Department.

WANGANUI TO MARTON, FEILDING, OR PALMERSTON NORTH.

Except otherwise specified, goods of Classes A, B, C, and D from Wanganui to Marton, Feilding, or Palmerston North will be charged as follows :—

	Per Ton.
	s. d.
Wanganui to Marton	15 0
Wanganui to Feilding	20 0
Wanganui to Palmerston North	30 0

Small lots of goods of Classes A, B, C, and D from Wanganui to Marton, Feilding, or Palmerston North will be charged *pro rata* at rates specified above, instead of under Regulation 3, Part III; minimum charge, 1s. 1d.

The charge for small lots of goods from Wanganui to Marton, Feilding, or Palmerston North charged at Class E rate is not to exceed the charge for small lots of goods of Classes A, B, C, or D between the same stations.

BENZINE, KEROSENE, ETC. SPECIAL RATES.

The charges for the conveyance of benzine, benzole, benzolene, distillate, gasolene, gasogen, motor-spirits, naphtha, naphthalene, petrol, petroleum, and kerosene from Wanganui to the undermentioned stations will be as follows:—

		Rate per Ton. s. d.			Rate per Ton. s. d.
Waitotara .. ..	.. ..	16 0	Patea .. ..	.. ..	23 0
Moumahaki .. ..	.. ..	16 0	Ratana .. ..	.. ..	15 6
Waverley .. ..	.. ..	16 0	Turakina .. ..	.. ..	15 6
Waverley Racecourse	.. ..	23 0	Bonny Glen .. ..	.. ..	15 6
Whenuakura .. ..	.. ..	23 0	Marton .. ..	.. ..	15 0

BUTTER AND CHEESE. SPECIAL RATES.

Butter and cheese conveyed between the undermentioned stations will be charged as follows:—

From	To	Rate per Ton.
		s. d.
Inglewood	Moturoa	10 7
Ngaere	"	18 1
Manutahi	Patea	5 6
Kai Iwi	Wanganui	8 0
Okoia	"	6 2
Makino Road	"	17 5
"	Wellington	26 8
Feilding	"	26 8
Waitara	Moturoa	7 10
Waitara Road	"	8 5
Midhurst	"	15 5
Stratford	"	16 10
Toko	"	19 1
Douglas	"	20 4
Durham Road	"	12 4
Tariki	"	14 1
Eltham	"	18 9
"	Patea	16 2
Ball Road	"	6 3
Hawera	"	11 1
Normanby	"	12 9
Kakaramea	"	5 5
Mokoia	"	8 5

BENZINE, KEROSENE, ETC. SPECIAL RATES.

The charges for conveyance of benzine, benzole, benzolene, distillate, gasolene, gasogen, motor-spirits, naphtha, naphthalene, petrol, petroleum, and kerosene from New Plymouth to the undermentioned stations will be as follows:—

		Rate per Ton. s. d.			Rate per Ton. s. d.
Inglewood .. ..	.. ..	10 0	Normanby .. ..	.. ..	26 0
Durham Road .. ..	.. ..	13 0	Hawera .. ..	.. ..	26 0
Norfolk Road .. ..	.. ..	13 0	Whareroa .. ..	.. ..	33 0
Tariki .. ..	.. ..	13 0	Mokoia .. ..	.. ..	33 0
Waipuku .. ..	.. ..	14 8	Manutahi .. ..	.. ..	33 0
Midhurst .. ..	.. ..	14 8	Ball Road .. ..	.. ..	37 0
Stratford .. ..	.. ..	17 6	Kakaramea .. ..	.. ..	37 0
Ngaere .. ..	.. ..	22 0	Pariroa Pa .. ..	.. ..	37 0
Eltham .. ..	.. ..	22 0	Patea .. ..	.. ..	37 0
Te Roti .. ..	.. ..	26 0			

Consignments direct from Breakwater to the above stations will be charged the rates from New Plymouth plus 2s. per ton (wharfage *not* included).

NEW PLYMOUTH-BREAKWATER LINE.

The charges on ship's goods, Classes A, B, C, D, will be computed in accordance with Regulation 11, Part VII, at the following rates:—

Between the Breakwater and New Plymouth Station, 4s. 2d. per ton. Quantities of less than 1 ton will be charged *pro rata* at this rate, instead of at the rates specified under Regulation 3 of Part III; minimum charge, 1s. 1d.

Goods for shipment stored at New Plymouth will be charged 2s. 10d. per ton per week or fraction of a week; minimum charge, 1s. 5d.

Cattle, sheep, horses, and pigs carried between the Moturoa Cattle-yards and the Breakwater will be charged 10s. 6d. per four-wheeled truck; **hogie trucks** double rate.

Goods of Classes A, B, C, D, conveyed between New Plymouth Station and the Taranaki Freezing-works Company's Siding at Moturoa will be charged 3s. 6d. per ton.

Storage at Foxton.

Goods not conveyed by rail left on railway premises at Foxton awaiting shipment will be charged for the time during which they are so left at the rate of 2s. 10d. per ton per week or part of a week (minimum charge, 9d.). Charges will be computed on weight or measurement at the option of the Department. Such goods will be on railway premises entirely at owner's risk. The Department reserves the right to decline to allow such goods to be brought or to remain on the premises of the railway.

BUTTER AND CHEESE. SPECIAL RATES.

Butter and cheese conveyed between the undermentioned stations will be charged as follows:—

From	To	Rate per Ton.
Palmerston North	Wellington	s. d. 24 10
Ashburst	"	33 10
Whakaronga	"	33 10
Tiakitahuna	"	24 9
Bainesse	"	26 0
"	Wanganui	23 6
Rangiotu	Wellington	25 3
"	Wanganui	23 0
Longburn	Wellington	24 6
"	Wanganui	21 8
Linton	Wellington	24 6
Tokomaru	"	24 6
Shannon	"	24 6
Levin	"	24 6
Ohau	"	24 6
Manakau	"	24 6
Ormondville	"	36 11
"	Port Ahuriri	26 5

BENZINE, KEROSENE, ETC. SPECIAL RATES.

The charges for the conveyance of benzine, benzole, benzolene, distillate, gasolene, gasogen, motor-spirits, naphtha, naphthalene, petrol, petroleum, and kerosene from Wellington to the undermentioned stations will be as follows:—

	Rate per Ton.		Rate per Ton.
	s. d.		s. d.
Haywards	9 0	Woodville	45 0
Silverstream	9 0	Te Horo	28 0
Trentham	9 0	Otaki	28 0
Upper Hutt	9 0	Manakau	33 0
Pigeon Bush	27 0	Ohau	33 0
Featherston	27 0	Levin	33 0
Fernside	28 0	Koputaroa	37 0
Woodside	28 0	Shannon	37 0
Greytown	28 0	Makerua	38 0
Matarawa	28 0	Tokomaru	38 0
Dalefield	32 0	Linton	40 0
Carterton	32 0	Longburn	40 0
Clareville	32 0	Palmerston North	40 0
Waingawa	32 0	Whakarongo	43 0
Solway	32 0	Ashhurst	43 0
Masterton	32 0	Terrace End	42 0
Mangamahoe	45 0	Bunnythorpe	42 0
Eketahuna	45 0	Taonui	42 0
Newman	45 0	Feilding	42 0
Hukanui	45 0	Makino Road	43 6
Mangamaire	45 0	Halcombe	43 6
Konini	45 0	Kakariki	43 6
Pahiatua	45 0	Greatford	43 6
Mangatainoka	45 0	Marton	43 6
Ngawapurua	45 0		

BACON, TALLOW, OR TELEPHONE CABLES. SPECIAL RATES.

Bacon, unpacked, Palmerston North to Wellington, will be charged 41s. 2d. per ton.

Bacon, packed, Palmerston North to Wellington, will be charged 32s. 3d. per ton.

Tallow from Longburn to Wellington will be charged 35s. 10d. per ton.

Telephone cable from Wellington to New Plymouth will be charged 67s. 9d. per ton.

Telephone cable, Wellington to Napier, will be charged 61s. 4d. per ton.

PETONE AND WELLINGTON.

Cased meat, tallow, and pelts consigned from Petone to Wellington will be charged at the following rates, loading and unloading in all cases to be performed by consignors and consignees:—

Cased meat, per ton, 3s. 9d. Minimum quantity, 5 tons per four-wheeled truck.

Tallow and pelts, per ton, 4s. 2d. Minimum quantity, 3 tons per four-wheeled truck.

Coal, imported, from Wellington to Petone will be charged 4s. 1d. per ton.

NGAHAURANGA AND WELLINGTON.

Cased meat, tallow, and pelts consigned from Ngahauranga to Wellington will be charged at the following rates, loading and unloading in all cases to be performed by consignors and consignees:—

- Cased meat, per ton, 3s. 6d. Minimum quantity, 5 tons per four-wheeled truck.
- Tallow and pelts, per ton, 3s. 6d. Minimum quantity, 3 tons per four-wheeled truck.

Coal, imported, from Wellington to Ngahauranga will be charged 3s. 6d. per ton.

PORT TRAFFIC, WELLINGTON STATION.

	s.	d.
Tallying wool, hemp, or tow at Harbour Board sheds or at ships, per bale . .	0	1½
Tallying goods, other than wool, hemp, or tow, at Harbour Board sheds or at ships, per ton, weight or measurement, at the option of the Department. Minimum charge, 9d.	0	9

Basic slag, ex ship at Wellington wharves, will be charged 1s. per ton for haulage from the wharves to the railway yards.

LEVIN AND CO.'S SIDING AT KAIWARRA.

Wool, sheep-skins, rabbit-skins, hemp, and tow, between Wellington and Levin and Co. (Limited's) siding at Kaiwarra will be charged 6d. per bale (undumped) and 8½d. per bale (double-dumped). Minimum, twenty bales per four-wheeled truck.

WESTPORT SECTION.

Goods of Classes A, B, C, and D, will be charged as Class A.

Except as otherwise provided, coal and coal-dross consigned to Westport for shipment will be charged 2s. 7d. per ton for distances not over 3 miles, and for each additional mile or part of a mile 1d. per ton will be charged; minimum quantity, 5 tons per truck. This charge includes weighing and discharging by cranes into ships.

Coke consigned from Granity to Westport for export will be charged 6s. 4d. per ton; minimum quantity, 4 tons per truck. This charge includes weighing and (when in bulk) delivery to ship. For bagged coke 8d. per ton additional will be charged for delivery to ship.

Coal and coal dross consigned from Conn's Creek to Waimangaroa will be charged 1s. 5d. per ton.

Goods and sheep booked through between stations on the Government railway (Waimangaroa Junction excepted) and stations on the Waimangaroa Branch line will be charged upon the branch, in addition to the classified or local rates on the Government railway, as follows:—

Between Waimangaroa Junction and Conn's Creek: Sheep, 4d. per head; timber, 4½d. per 100 superficial feet; coals and minerals, in 5-ton loads, 1½d. per ton; other goods, 1s. 9d. per ton. Minimum charge, 5d.

Between Waimangaroa Junction and Waimangaroa: Timber, 3d. per 100 superficial feet; coals and minerals, in 5-ton loads, 3d. per ton; other goods, 1s. 1d. per ton. Minimum charge, 5d.

Except as otherwise provided, goods booked between stations on the Waimangaroa Branch (including Waimangaroa Junction) will be charged at the classified rates. Owners of sheep must take all risk and responsibility, and do all loading and unloading.

NELSON SECTION.

NELSON STATION AND PORT.

Goods which are conveyed between Nelson Station and Port will be charged at the rates specified in Regulation 32, Part III, weight or measurement, at the option of the Department.

CLASSES C AND D.

Goods of Classes C and D will be charged as Class B.

CLASSES N AND P.

Goods of Class P, except native bark, will be charged as Class N.

PICTON SECTION.

Goods of Classes A, B, C, D conveyed between Picton, Blenheim, and intermediate stations will be charged as Class A, unless otherwise specified.

Ships' goods of Classes A, B, C, D from Picton to Blenheim and intermediate stations will be charged as Class B. Maximum charge including wharfage, loading, and unloading, 10s. 6d. per ton, weight or measurement, according to ship's bill of lading.

Except where otherwise specified, the maximum charge for goods of Classes A, B, C, D consigned from Blenheim and intermediate stations to Picton for shipment will be 10s. 6d. per ton weight or measurement, at the option of the Department, including wharfage and labour at ship's side at Picton.

Goods of Class E consigned from Blenheim and intermediate stations to Picton for shipment will be charged 7s. a ton, including wharfage and handling at ship's side; if to private sidings, 6s. 4d. a ton.

The charges for haulage, handling, and sorting goods ex ship for local delivery at Picton will be as follows :—

	Per Ton.
	s. d.
Handling at wharf (minimum charge, 6d.)	1 0
Haulage (minimum charge, 6d.)	1 0
Unloading, sorting, and delivery (minimum charge, 9d.)	1 6

Charges will be computed on weight or measurement at the option of the Department.

The maximum rate on chaff, green flax, flax-straw, hay, lime, limestone, or straw consigned from Blenheim, Tuamarina, and intermediate stations to Picton for shipment will be 28s. per truck, including wharfage and unloading and the use of tarpaulins.

Goods of class H consigned from Blenheim and intermediate stations to Picton for shipment will be charged 1s. 5d. per bale for undumped, and 2s. 5d. per bale for double-dumped, including wharfage and handling at Picton. An extra charge of 4½d. per undumped bale and 8½d. per double-dumped bale will be made for loading by the Department at Blenheim. Double-dumped bales must be in truck-loads of not less than 13 double-dumped full-sized bales, or 14 double-dumped small-sized bales. Undumped bales must be in truck-loads of not less than 23 bales. Any less quantities will be charged at these minima or at ordinary rates, whichever are the cheaper.

Flax, native, dressed, screw-pressed, will be charged as follows :—	Per Ton.
	s. d.
From Blenheim and intermediate stations to ship at Picton, including wharfage and labour at ship's side, Picton	7 6
If consigned to Picton "for shipment," and delivered to store at Picton for grading and subsequently hauled from store to ship (including wharfage and labour at ship's side, Picton)	8 11

Tow, native, dressed, pressed, will be charged as follows :—	
From Blenheim and intermediate stations to ship at Picton, including wharfage and labour at ship's side, Picton	10 6
If consigned to Picton "for shipment," and delivered to store at Picton for grading, and subsequently hauled from store to ship (including wharfage and labour at ship's side, Picton)	10 10

Goods of Class P will be charged as Class N, except otherwise specified.

New Zealand coals, ex ship, Picton to Grovetown or Blenheim, will be charged 7s. per ton, including wharfage; owners to load and unload.

Storage at Blenheim on goods of Classes E, F, and Q consigned for conveyance by rail only will be charged as follows :—

	s. d.
For the first month or fraction of a month, at per ton	0 8
For each week or fraction of a week after the first month, at per ton	0 1½

The Department does not guarantee storage room.

THROUGH BOOKING OF WOOL AND BINDER TWINE.

Wool in bales, undumped, booked through by rail and steamer from Blenheim via Picton and Lyttelton to Woolston, Christchurch, or Addington, will be charged 8s. 9d. per bale, including all charges at forwarding and destination stations and at Picton and Lyttelton, and steamer freight by the vessels of shipping companies approved by the Department.

Binder-twine booked through by steamer and rail from Lyttelton to Blenheim and intermediate stations via Picton by the vessels of shipping companies approved by the Department will be charged 27s. per ton measurement, including wharfage and handling at Picton.

THROUGH BOOKING BETWEEN WELLINGTON AND STATIONS ON THE PICTON SECTION.

Goods booked through between Wellington and stations between Picton and Blenheim inclusive, landed at or shipped from Picton, will be charged at the following through rates for conveyance by rail and steamer, including wharfage at Picton, loading or unloading, and use of tarpaulins :—

WELLINGTON-BLENHEIM FREIGHT RATES.

General Cargo.		s. d.
General cargo n.o.s., per ton .. .. .	.. .. .	22 6
Small lots not exceeding 2 cwt., each .. .. .	.. .. .	3 6
Films, (value to be declared), per cent .. .. .	.. .. .	33 6
„ minimum, per package .. .. .	.. .. .	7 6
Fruit, per ton .. .. .	.. .. .	20 0
Lime (builders'), per 20 cwt. .. .. .	.. .. .	32 6
Manures (including basic slag and agricultural lime), per 20 cwt. .. .. .	.. .. .	24 0
Plate glass (up to 20 ft.), 40 cub. ft. .. .. .	.. .. .	45 0
„ (up to 40 ft.), 40 cub. ft. .. .. .	.. .. .	55 0
Dangerous Cargo.		
Acids, bisulphide, carbide of calcium, phosphorous, per ton .. .. .	.. .. .	50 0
Minimum charge for foregoing .. .. .	.. .. .	10 0
Benzine, distillate, gasolene, gasogen, per case .. .. .	.. .. .	1 9
Methylated spirit, motor-spirit, naphtha, per ton .. .. .	.. .. .	35 0
Dynamite, detonators, gelignite, package up to 50 lb. .. .. .	.. .. .	10 0
Powder, 25 lb. package .. .. .	.. .. .	7 6
„ 50 lb. package .. .. .	.. .. .	10 0

WELLINGTON-BLENHEIM FREIGHT RATES—*continued.*

Produce.

Vegetables, barley, beans, bran (150 lb. bags), peas, potatoes, (150 lb. bags), oatmeal, onions, oats, ryecorn, wheat, per bag	pollard	s.	d.
Flour, per 20 cwt.	..	1	7
Bran and pollard (100 lb. bags), per bag	..	17	6
" (over 150 lb. to 180 lb.) per bag	..	1	7
Chaff, per bag	..	2	1
Seed, clover, lucerne, cabbage, rape, turnip, per bag	..	1	2
Seed (including, mangold, parsnip, and carrot n.o.e.), per bag	..	3	10
Malt, per bag	..	2	4
Hay and straw, pressed, per 20 cwt.	..	2	1
Tallow and pelts, per cask	..	40	0
Flax (pressed or unpressed), per 20 cwt.	..	10	0
Tow (pressed or unpressed) per 20 cwt.	..	32	6
	..	40	0

Wool and Skins.

Wool and sheep-skins, double dumped, per double dump	..	9	0
" single dumped, per dump	..	6	6
" single bale, undumped, per bale	..	7	0
Fadges, each	..	5	0
Rabbit-skins, undumped per bale	..	7	0

Timber.

N.Z., up to 22 ft. long, per 100 sup. ft.	..	6	3
" 22 ft. and under 30 ft. long, per 100 sup. ft.	..	7	3
" over 30 ft. and under 40 ft. long, per 100 sup. ft.	..	8	3
Hardwood, up to 22 ft. long, per 100 sup. ft.	..	7	3
" 22 ft. and under 30 ft. long, per 100 sup. ft.	..	8	3
" over 30 ft. and under 40 ft. long, per 100 sup. ft.	..	9	3
Piles, up to 22 ft. long, per 100 sup. ft.	..	8	9
" 22 ft. and under 30 ft. long, per 100 sup. ft.	..	10	0
" over 30 ft. and under 40 ft. long, per 100 sup. ft.	..	11	0

Barley booked through from Seddon, Riverlands, and intermediate stations to Wellington and shipped from Picton will be charged 1s. 10d. per sack for conveyance by rail and steamer, including wharfage and unloading at Picton.

The Department is not responsible for steamer services, and is not answerable for their fulfilment.

Consignors or consignees to make their own arrangements for shipping.

Goods not otherwise provided for will be charged according to ship's bill of lading, or by weight or measurement, at the option of the Railway Department.

SOUTH ISLAND MAIN LINE AND BRANCHES.

Goods of Classes A, B, C, D, and except where otherwise specified, goods of Classes E and F, consigned direct from ship at Greymouth to Hokitika and all intermediate stations between Greymouth and Hokitika, or from Hokitika and intermediate stations between Hokitika and Greymouth to Greymouth for shipment, will be charged 11s. 11d. per ton, weight or measurement at the option of the Department.

Timber hauled between Hokitika Station and the timber-skids for local delivery or for shipment at Hokitika will be charged 3d. per 100 superficial feet for such haulage.

Timber loaded at Greymouth for shipment at Greymouth Wharf will be charged 3d. per 100 superficial feet for haulage from sidings to ships.

Coal consigned to Greymouth will be charged as follows, per ton:—

From	For Shipment to Picton, Nelson, or Ports outside the South Island, including all Railway Charges.
	s. d.
Blackball	3 6
Brunner	2 7
Cronadun	6 6
Dobson	2 7
Dunollie	2 7
Rapahoe	2 7
Reefton	5 11
Reefton (slack)	5 0
Rewanui	2 11
Roa	3 10

Coal shunted from Dunollie to Runanga will be charged 2s. 1d. per ton. Minimum charge, 12s. 6d. per four-wheeled truck.

Coke, Brunner to Greymouth, for shipment will be charged 4s. 2d. per ton, including weighing and discharging into ships. Minimum charge, 20s. per four-wheeled truck.

Clay and bricks from Brunner sidings to Greymouth will be charged 2s. 10d. per ton, including weighing.

Goods and parcels booked between stations on the Government railway and Roa (Paparua Coal Company's line) will, in addition to the classified or local rates on the Government railway, be charged as follows for conveyance between Blackball and Roa :—

	s.	d.
Parcels, each	0	4
Timber, per 100 superficial feet	0	6
Merchandise, per ton	1	5
Grain, per ton	1	5
Minerals (except coal to Greymouth and ship) per ton	0	4
Mining-props, and other Class F goods, per truck	4	11
Minimum charge per consignment (excepting parcels)	1	5

HYDRAULIC CRANES.

Loading or unloading by hydraulic cranes will be performed at the option of the Department, and except as otherwise provided the charge will be 8d. per ton, with a minimum charge of 3s. 6d. per lift.

Special lifts (as determined by the Department) will be at a rate per lift or otherwise as may be determined by the stationmaster, Greymouth.

Minimum charge for hydraulic crane when specially ordered, 56s.

CHRISTCHURCH AND LYTTELTON.

Goods of Classes A, B, C, and D, from Lyttelton to Christchurch, will be charged	5	11	per ton.
Goods of Classes A, B, C, and D, from Christchurch to Lyttelton, will be charged	5	11	..

Goods of Classes A, B, C, and D, from Lyttelton or Christchurch to other stations on the Lyttelton-Christchurch line, or *vice versa*, will be charged as Class B.

The charges on ships' goods will be computed in accordance with Regulation 11, Part VII.

LYTTELTON TO STATIONS BEYOND CHRISTCHURCH.

Goods of Classes A, B, C, and D, from Lyttelton to stations beyond Christchurch, will be charged 4s. 1d. per ton from Lyttelton to Christchurch, and at the rates specified in Parts III and IV from Christchurch to destination.

From Lyttelton to Christchurch ships' goods will be charged according to Regulation 11, Part VII, and from Christchurch to destination such ships' or other goods will be charged by weight.

Small lots as specified in Part III.

STORAGE AT LYTTELTON.

For all goods of Classes A, B, C, D, and goods of classes not otherwise specified, not taken delivery of by consignees within five working-hours after arrival, unloaded and stored, the storage charges will be, for each week or fraction of a week, at per ton	2	10
Minimum charge	1	5
For all goods of Class H not taken delivery of by consignees within five working-hours after arrival, unloaded and stored, the storage charges will be, for each week or fraction of a week, for each bale, including handling	1	5
For all goods of Classes E, F, or Q not taken delivery of by the consignees within five working-hours after arrival, unloaded and stored at the risk of the owner, and for stacking in shed and delivering to the ship, including storage thereon, for the first week or fraction of a week, at per ton	6	0
For storage, Classes E, F, or Q, except where otherwise specified for each additional week or fraction of a week after the first week, for each ton	0	4
For storage, potatoes and onions, for each additional week or fraction of a week, for each ton	0	6

GOODS FOR TRANSHIPMENT AT LYTTELTON.

Where goods for transhipment are landed ex ship they will be charged the rates provided for in Regulation 32, Part III, of tariff. If examined by the Customs, 1s. 5d. per ton in addition may be charged when extra handling is incurred. If left on the railway premises more than one week, storage at the rate of 2s. 10d. per ton per week or fraction of a week will be charged.

THROUGH BOOKING OF BINDER-TWINE, LYTTELTON TO PICTON SECTION.

Binder-twine booked through by steamer and rail from Lyttelton to Blenheim and intermediate stations via Picton by the vessels of shipping companies approved by the Department will be charged 27s. per ton measurement, including wharfage and handling at Picton.

Rates for Use of 15-ton Crane at Lyttelton.

	s.	d.
Craneage (including labour) per ton	4	2
Minimum charge	21	0

SOUTHBRIDGE BRANCH.

Scale for small lots between Christchurch and all stations on Southbridge Branch:—

Where the rate per ton exceeds	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	Above 30s. 10d. for every 3s. per Ton.
But does not exceed ..	11	2	14	0	16	10	19	7	22	5	25	2	28	0	
Not exceeding 28 lb. ..	1	1	1	1	1	1	1	1	1	1	1	1	1	1	s. d.
Above 28 lb. ..	1	1	1	1	1	1	1	2	1	2	1	2	1	3	0 1
„ 56 lb. ..	1	3	1	3	1	3	1	3	1	3	1	3	1	5	0 1
„ 84 lb. ..	1	5	1	5	1	5	1	5	1	5	1	5	1	7	0 2
„ 1 cwt. ..	1	5	1	5	1	5	1	5	1	5	1	8	1	9	0 2
„ 1½ „ ..	1	5	1	5	1	5	1	6	1	9	2	0	2	4	0 3
„ 1¾ „ ..	1	5	1	5	1	6	1	9	2	0	2	3	2	9	0 3
„ 2 „ ..	1	5	1	5	1	9	2	0	2	3	2	7	2	10	3 1 0 4
„ 2½ „ ..	1	5	1	8	2	0	2	3	2	7	2	11	3	6	0 4
„ 2¾ „ ..	1	5	1	9	2	1	2	6	2	10	3	2	3	6	3 10 0 5
„ 3 „ ..	1	8	2	0	2	4	2	10	3	1	3	6	3	11	4 3 0 5
„ 3½ „ ..	1	9	2	1	2	7	3	0	3	5	3	10	4	2	4 8 0 5
„ 3¾ „ ..	1	10	2	4	2	10	3	3	3	7	4	2	4	7	5 1 0 5
„ 4 „ ..	2	0	2	5	3	0	3	6	4	0	4	5	4	11	5 5 0 6
„ 4½ „ ..	2	1	2	8	3	2	3	9	4	2	4	9	5	3	5 10 0 6
„ 4¾ „ ..	2	3	2	10	3	5	4	0	4	6	5	0	5	7	6 2 0 7

RATES FOR SHIPS' GOODS, CLASSES A, B, C, D.

Ships' goods of Classes A, B, C, D, will be charged as follows by weight or measurement, according to the ship's bill of lading, or at the option of the Department; minimum quantity, 10 tons:—

Between Lyttelton and Timaru	s. d.
Port Chalmers or Dunedin and Timaru	21 0 per ton.
	25 2 „

SHIPS' GOODS, TIMARU-OAMARU.

Ships' goods of Classes A, B, and C from Timaru to Oamaru will be charged Class D dead-weight.

A, B, C, D GOODS, CHRISTCHURCH TO TIMARU.

Goods of Classes A, B, C, D, from Christchurch to Timaru, in quantities of 5 cwt. and over, will be charged Class D. Quantities of less than 5 cwt. will be charged as follows: Consignments not exceeding 28 lb., 56 lb., and 84 lb. respectively at the small-lots rate (Regulation 3, Part III), computed on the basis of the classified rates; maximum charge, 4s. 7d. Consignments exceeding 84 lb. at 4s. 7d. for the first hundredweight and 3¼d. for each additional quarter or fraction of a quarter, or classified rates if cheaper.

A, B, C, D GOODS, CHRISTCHURCH, KAIAPOI, AND SOUTHBROOK.

Goods of Classes A, B, C, D, conveyed between the undermentioned stations will be charged, per ton—

Christchurch and Kaiapoi	s. d.
„ Southbrook	8 5
	11 2

RANGIORA AND CHRISTCHURCH.

Goods of Classes A, B, C, and D conveyed between Christchurch and Rangiora, including delivery within the Borough of Rangiora, will be charged 11s. 2d. per ton. For goods of classes A, B, C, and D from other stations to Rangiora the classified or local rates will be increased by 1s. per ton.

CHRISTCHURCH TO METHVEN.

1. Except otherwise specified, goods of Classes A, B, C, and D from Christchurch to Methven will be charged as follows:—

Goods of Classes A, B, C, and D, excepting benzine, kerosene, and similar mineral oils	Per Ton.
Benzine, kerosene, and similar mineral oils	s. d.
	30 0
	25 0

CHRISTCHURCH TO ASHBURTON.

1. Except otherwise specified, goods of Classes A, B, C, and D from Christchurch to Ashburton will be charged as follows:—

(a.) Goods of Classes A, B, C, and D (except benzine, kerosene, and similar mineral oils) including delivery at Ashburton	Per Ton.
(b.) Goods of Classes A, B, C, and D (except benzine, kerosene, and similar mineral oils) consigned to private sidings at Ashburton	s. d.
(c.) Benzine, kerosene, and similar mineral oils, including delivery at Ashburton	30 0
(d.) Benzine, kerosene, and similar mineral oils consigned to private sidings at Ashburton	27 6
	28 0
	25 6

(e.) Small lots of goods of Classes A, B, C, and D, including benzine, kerosene, and similar mineral oils will be charged at the following small-lots scale instead of the small-lots scale, Regulation 3, Part III:—

Weight.		Charge.
		s. d.
Not exceeding 1 cwt.	.. .. .	2 0
Above 1 cwt. but not exceeding 2 cwt.	.. .. .	3 0
" 2 " 3	.. .. .	4 6
" 3 " 4	.. .. .	6 0
" 4 " 5	.. .. .	7 6

2. The charges on goods specified in subparagraphs (a), (c), and (e) of paragraph 1 of this regulation include delivery at Ashburton within such area as may be determined by the Department.

TIMARU TO WAIMATE.

1. Except otherwise specified, goods of Classes A, B, C, and D from Timaru to Waimate will be charged as follows:—

- (a.) Goods of Classes A, B, C, and D (except sugar, benzine, kerosene, or similar mineral oils), including collection at Timaru and delivery at Waimate .. s. d. 16 0
- (b.) Goods of Classes A, B, C, and D (except sugar, benzine, kerosene, or similar mineral oils) consigned from private sidings at Timaru, including delivery at Waimate .. 13 6
- (c.) Goods of Classes A, B, C, and D (except sugar, benzine, kerosene, or similar mineral oils) to private sidings at Waimate, including collection at Timaru .. 13 6
- (d.) Goods of Classes A, B, C, and D (except sugar, benzine, kerosene, or similar mineral oils) consigned from private sidings at Timaru to private sidings at Waimate .. 11 0
- (e.) Sugar, benzine, kerosene, or similar mineral oils, including collection at Timaru and delivery at Waimate .. 14 0
- (f.) Sugar, benzine, kerosene, or similar mineral oils from private sidings at Timaru, including delivery at Waimate .. 11 6
- (g.) Sugar, benzine, kerosene, or similar mineral oils to private sidings at Waimate, including collection at Timaru .. 11 6
- (h.) Sugar, benzine, kerosene, or similar mineral oils from private sidings at Timaru to private sidings at Waimate .. 9 0
- (i.) Small lots of goods of Classes A, B, C, and D (also sugar, benzine, kerosene, or similar mineral oils), including collection at Timaru and delivery at Waimate, will be charged at the following small-lots scale instead of the small-lots scale, Regulation 3, Part III:—

Weight.		Charge.
		s. d.
Not exceeding 2½ cwt.	.. .. .	2 3
Above 2½ cwt. but not exceeding 2¾ cwt.	.. .. .	2 5
" 2½ " 2¾	.. .. .	2 8
" 2¾ " 3	.. .. .	2 10
" 3 " 3¼	.. .. .	3 0
" 3¼ " 3½	.. .. .	3 3
" 3½ " 3¾	.. .. .	3 6
" 3¾ " 4	.. .. .	3 9

2. Goods of Classes A, B, C, D from Christchurch to Waimate will be delivered at Waimate within the prescribed area. Small lots of such goods if less than 5 cwt. will be charged according to the following scale:—

		Class A.	Class B.	Class C.	Class D.
		s. d.	s. d.	s. d.	s. d.
Not exceeding 28 lb.	.. .. .	3 7	2 10	2 10	2 2
Above 28 lb. and not exceeding 56 lb.	.. .. .	4 11	3 9	3 5	3 2
" 56 lb.	.. .. .	6 4	4 6	4 2	3 11
" 84 lb.	.. .. .	1 cwt.	5 2	4 10	4 6
" 1 cwt.	.. .. .	1½ cwt.	7 2	6 0	5 6
" 1½ cwt.	.. .. .	1¾ cwt.	7 5	6 11	6 0
" 1¾ cwt.	.. .. .	2 cwt.	7 9	7 9	6 7
" 2 cwt.	.. .. .	2½ cwt.	8 0	8 0	7 3
" 2½ cwt.	.. .. .	2¾ cwt.	8 4	8 4	8 1
" 2¾ cwt.	.. .. .	3 cwt.	8 9	8 9	8 9
" 3 cwt.	.. .. .	3¼ cwt.	9 4	9 4	9 4
" 3¼ cwt.	.. .. .	3½ cwt.	9 9	9 9	9 9
" 3½ cwt.	.. .. .	3¾ cwt.	10 3	10 3	10 3
" 3¾ cwt.	.. .. .	4 cwt.	10 9	10 9	10 9
" 4 cwt.	.. .. .	4¼ cwt.	11 4	11 4	11 4
" 4¼ cwt.	.. .. .	4½ cwt.	11 10	11 10	11 10
" 4½ cwt.	.. .. .	4¾ cwt.	12 2	12 2	12 2
" 4¾ cwt.	.. .. .	5 cwt.	12 5	12 5	12 5
" 5 cwt.	.. .. .	5¼ cwt.	12 9	12 9	12 9

3. The areas for collection at Timaru and delivery at Waimate for the purposes of this regulation will be as determined by the Department.

CHRISTCHURCH TO STATIONS BETWEEN ASHLEY AND AMBERLEY, INCLUSIVE.

Goods of Classes A, B, C, from Christchurch to stations between Ashley and Amberley, inclusive, will be charged as Class D.

SHUNTING BETWEEN PRIVATE SIDINGS, CHRISTCHURCH, RICCARTON, AND ADDINGTON.

All goods carried between private sidings at Riccarton and private sidings at Addington will be charged 1s. 5d. per ton or portion of a ton; minimum charge, 7s.

Grain in lots of not less than 20 tons carried between private sidings at Christchurch and private sidings at Riccarton and Addington will be charged 2s. 5d. per ton.

SAND AND SHINGLE. HORNBY TO CHRISTCHURCH AND PAPANUI.

Sand and shingle conveyed from Hornby to stations between Christchurch and Papanui, inclusive, will be charged 2s. 1d. per ton.

Minimum quantities as specified for Class Q (Regulation 11, Part III).

CLASS H.—WOOL, ETC.

The following rates will be charged on goods of Class H, undumped, per bale:—

From	To	To	To	To	To
	Addington.	Christoh'ch.	Lyttelton.	Timaru.	Washdyke.
	s. d.	s. d.	s. d.	s. d.	s. d.
Annat .. ..	.. ..	.. ..	4 5	.. ..	.. ..
Springfield	3 9	3 9	4 5	.. ..	.. ..
Whitecliffs .. ..	.. ..	3 9	4 5	.. ..	.. ..
South Malvern .. ..	.. ..	3 9	4 5	.. ..	.. ..
Waddington	3 2	3 2	3 9	.. ..	.. ..
Sheffield	3 2	3 2	3 9	.. ..	.. ..
Glentunnel	3 2	3 2	3 9	.. ..	.. ..
Coalgate	3 2	3 2	3 9	.. ..	.. ..
Homebush	3 2	3 2	3 9	.. ..	.. ..
Racecourse Hill	3 2	3 2	.. ..	.. ..	.. ..
Hawkins .. ..	.. ..	3 2	.. ..	.. ..	.. ..
Eversley .. ..	.. ..	.. ..	.. ..	*2 10	.. ..
Winscombe .. ..	.. ..	.. ..	.. ..	2 10	.. ..
Fairlie .. ..	.. ..	.. ..	.. ..	*2 10	2 10
Cricklewood .. ..	.. ..	.. ..	.. ..	*2 6	.. ..
Albury .. ..	.. ..	.. ..	.. ..	2 6	.. ..
Washdyke .. ..	.. ..	.. ..	.. ..	0 10	.. ..
Smithfield .. ..	.. ..	.. ..	.. ..	0 8	.. ..

The rates marked * will also apply to scoured wool, undumped, in bales not exceeding 2½ cwt. each.

To Timaru—From stations on the main line, within 25 miles distance, 1s. 3l. per bale for distance up to and including 14 miles, and 1½d. per bale for each additional mile.

BUTTER AND CHEESE. SMITHFIELD TO LYTTTELTON.

Butter and cheese from Smithfield to Lyttelton will be charged 33s. 8d. per ton.

BENZINE, KEROSENE, ETC. TIMARU TO FAIRLIE.

Benzine, benzole, benzolene, distillate gasolene, gasogen, motor spirits, naphtha, naphthalene, petrol, petroleum, and kerosene from Timaru to Fairlie will be charged 22s. 6d. per ton.

MILEAGE.

The distance between Dunedin and the following stations for the purpose of computing the charges will be deemed to be as follows:—

	Miles.		Miles.
Caversham	2	Burke's	4
Green Island	4	Sawyer's Bay	7
Abbotsford	5	Port Chalmers Lower Station	8
Ravensbourne	2		

OAMARU AND BREAKWATER

Goods conveyed between Oamaru and Breakwater will be charged at the rates specified in Regulation 32, Part III. Ships' goods will be charged according to bill of lading or by weight or measurement, at the option of the Department.

Cattle, sheep, horses, or pigs carried between Oamaru and Breakwater will be charged 10s. 6d. per four-wheeled truck; bogie trucks double rate.

DUNEDIN OR PORT CHALMERS TO OAMARU.

Goods of Classes A, B, and C from Dunedin or Port Chalmers to Oamaru, north journey only, will be charged Class D.

DUNEDIN AND PORT CHALMERS.

Goods of Classes A, B, C, and D, from Port Chalmers to Dunedin 6 4 per ton.
 Goods of Classes A, B, C, and D, from Dunedin to Port Chalmers 6 4 „

The charges on ships' goods will be computed in accordance with Regulation 11, Part VII.

DUNEDIN AND BURNSIDE.

Fat, bones, offal, oil, tallow, sulphur, tar, sulphuric acid, and raw materials used in the manufacture of acids and manures, between Dunedin and Burnside, will be charged 4s. 2d. per ton; when consigned to private sidings, 3s. 6d. per ton. Minimum quantity, 2 tons per four-wheeled truck.

TALLYING SHIPS' CARGO AT DUNEDIN.

For tallying goods to or from ships at Birch Street Wharf, Dunedin, a charge of 9d. per ton, weight or measurement, at the option of the Department, will be made; minimum charge, 9d.

WOOL TRAFFIC. CLUTHA RIVER STEAMER TO DUNEDIN OR PORT CHALMERS.

Class H, undumped, consigned direct to Port Chalmers or Dunedin, will be charged at the following through rates per bale for conveyance by steamer and rail from the places named (steamer to place in trucks at Balclutha jetty):—

From	Through Rail and Steamer Rate, per Bale, exclusive of Handling.	
	To Port Chalmers.	To Dunedin.
	s. d.	s. d.
Clydevale (upper station)	8 2	7 7
„ (lower station)	7 5	6 10
Greenfield	7 5	6 10
Begg's	7 2	6 7

The Department is not responsible for the steamer services, and is not answerable for their fulfilment.

DUNEDIN AND INVERCARGILL.

Goods of Classes A, B, and C, not otherwise specified below, between Dunedin and Invercargill, in quantities of 5 cwt. and over, will be charged Class D. Quantities of less than 5 cwt. will be charged as follows: Consignments not exceeding 28 lb., 56 lb., and 84 lb. respectively, at the small-lots rate (Regulation 3 of Part III of the tariff), computed on the basis of the classified rates; maximum charge, 5s. 3d. Consignments exceeding 84 lb., at 5s. 3d. for the first hundredweight and 4½d. for each additional quarter or fraction of a quarter, or classified rates if cheaper.

Threshing-machines, reapers-and-binders, winnowing-machines, bulky machinery, carriages and gigs in pieces (unpainted and in the rough), mattresses unpacked, tram-cars, motor-cars in cases, and furniture packed, between Dunedin and Invercargill, in quantities of 5 cwt. and over, will be charged Class C. Quantities of less than 5 cwt. will be charged 8s. 1d. for the first hundredweight and 4½d. for each additional quarter or fraction of a quarter, or classified rates if cheaper.

BUTTER AND CHEESE. PUKERAU TO BLUFF.

Butter and cheese conveyed from Pukerau to Bluff will be charged 27s. 6d. per ton.

BLUFF AND INVERCARGILL.

Goods of Classes A, B, C, and D, from Bluff to Invercargill, will be charged	s. d.	
Goods of Classes A, B, C, and D, from Invercargill to Bluff, will be charged	9 1	per ton.

The charges on ships' goods will be computed in accordance with Regulation 11, Part VII.

BENZINE, KEROSENE ETC. INVERCARGILL TO RIVERTON.

Benzine, benzole, benzoline, gasoline, gasogen, motor spirits, naphtha, naphthaline, petrol, petroleum, or kerosene from Invercargill to Riverton will be charged 12s. per ton.

BLUFF AND OCEAN BEACH.

The following rates will be charged between Bluff and Ocean Beach:—

Tallow, pelts, and sheep's runners in casks, 3s. 6d. per ton; minimum quantity, 5 tons per four-wheeled truck.

Goods of Class H from Ocean Beach to Bluff will be charged 8d. per bale (undumped).

PART V.—CLASSIFICATION OF GOODS,
LIVE-STOCK, ETC.

All goods, live-stock, parcels, and luggage carried on the railways will be charged under the class specified in this classification.

If any goods which are not mentioned in this classification are required to be carried by rail they shall, until the classification of such goods and the conditions of their carriage are determined by the Minister, be carried and charged as if they were classified herein as "Class A, owner's risk, *special goods*."

All goods hereinafter classified as "dangerous" are hereby declared to be "Special Goods."

The word "dangerous" indicates that the goods will be conveyed under the regulations applicable to explosives and dangerous goods.

The maximum weight of any package containing fish shall be 2 cwt. Packages of fish exceeding 2 cwt. will not be accepted for carriage.

Where goods are described as "packed" it is intended that they shall be properly and securely packed in cases, casks, bags, crates, or otherwise, for safe transit by rail, in the manner in which such goods are usually packed in the trade, and that they shall not be carried loose or in bulk. A number of articles tied together by string or wire will be treated as not packed. The Department reserves the right to decide whether any goods are packed within the meaning of this regulation.

Except in the case of goods carried by measurement, the words "rate and a quarter," "rate and a half," or "double rate" mean that the classified or local rate for the conveyance of any article in the following classification to which any such words apply shall be increased by one-fourth, or by one-half, or doubled, as the case may be. When any such goods (except dangerous goods) are carried by measurement, such increase of the classified or local rate shall not apply. The increased rate shall apply to *dangerous* goods in all cases. The word "half-rate," where specified, means that the "classified rate" per ton will be halved, and applies to that rate only, except in cases where goods charged at the "local rate" are carried by measurement, when the "local rate" will be halved.

When goods are classified at "rate and a quarter," "rate and a half," or "double rate," and are charged on double dead-weight instead of measurement on port lines, the rate will be increased: Provided that the charges shall not be greater than if computed at single rate on the total measurement.

Where a rate is specified as being for a minimum quantity the rate so qualified applies only to quantities of not less than the weight specified; but if the charges for the minimum weight specified amount to less than charges on actual weight at the higher rate prescribed for smaller quantities than the specified minimum, the charges as for the minimum quantity at the lower rate shall apply.

	Class.
Accumulators. When charged with liquid, double rate; when dry, single rate. Owner's risk. <i>Special goods</i>	A
Acids, not otherwise specified, packed. Double rate. Owner's risk. <i>Dangerous</i>	A
Acid, acetic, boracic, citric, and tartaric, packed. Owner's risk	A
Acid, carbolic, packed in casks or wrought-iron drums. Owner's risk	A
Acid, sulphuric or muriatic, New Zealand manufacture, not otherwise specified, packed. Owner's risk. <i>Dangerous</i>	A
Acid, sulphuric or muriatic, New Zealand manufacture (minimum quantity 4 tons). Owner's risk. <i>Dangerous</i>	D
Acid, sulphurous, packed. Owner's risk	A
Acorns, packed. Rate and a half	E
Aerated or mineral waters, packed. Owner's risk	B
Aeroplanes. Minimum charge as for 1 ton for four-wheeled wagon, 2 tons for bogie wagon. Owner's risk. <i>Special goods</i>	A
Ale	As Beer
Almonds, packed	A
Alpinite, or alpinite fibre (insulating-material)	C
Alum, packed	C
Alumina, sulphate or ferric of, consigned to local bodies for water-purification purposes. Rate and a half	E
Ambrosia, packed. Owner's risk	E
Ammonia Gas, compressed, in solid-drawn steel tubes. Owner's risk. <i>Dangerous</i>	A
Ammonia, anhydrous, New Zealand manufacture, in iron drums or steel cylinders. Owner's risk. <i>Dangerous</i>	B
Ammonia, sulphate of, for manufacture of manure. Owner's risk	E
Ammunition, not otherwise specified. Double rate. Owner's risk. <i>Dangerous</i>	A
Anchors and Chain Cables	D
Animals, living, not otherwise specified. In crates or cases. Owner's risk	A
Animals and Birds, stuffed	See Regulation 10, Part II
Antimony, smelted	C
Anvils	D
Aphistine	A
Arrowroot, packed	A
Arsenic, packed	A
Asbestos	C

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	Class
Asbestos or asbestolite sheets, building (plain) or roofing (corrugated), packed. Owner's risk	D
Asbestos Roofing-slates. Owner's risk	N
Ashes	Q
Asphalt, in barrels or in blocks, not otherwise specified	D
Asphalt, such as neuchatei, in barrels or in blocks, consigned to local bodies for their exclusive use in connection with the construction or maintenance of roads. Minimum quantity, 5 tons. Half rate ..	B
Axes, loose	A
Axes, packed	B
Axles	C
Bacon, loose. Owner's risk	C
Bacon, packed	D
Bags, Hessian, in bales or bundles	E
Bags, New Zealand manufacture, packed in bales or bundles, for meat-coverings	D
Bags, paper, New Zealand manufacture	D
Bags, paper, New Zealand manufacture, consigned direct from paper-mills. Minimum quantity, 10 cwt. per consignment. Half rate ..	B
Bags, paper, not otherwise specified	A
Baka Butta (similar to margarine)	C
Ballast, ship's	Q
Bananas, packed or in bunches, not otherwise specified	D
Bank-notes. Owner's risk. <i>Special goods</i> See Regulation 11, Part II	
Bark, not otherwise specified, loose	C
Bark, New Zealand produce, loose, or packed in bags or bundles	P
Bark, not otherwise specified, packed, in bags or bundles	D
Bark, refuse	P
Barley, grain, in bags. Owner's risk	E
Barley-meal, manufactured in New Zealand. Owner's risk	E
Barley, pearl. Owner's risk. Rate and a half	E
Barolla, New Zealand produce. Owner's risk.	E
Basic Slag. Owner's risk	F
Basils, in bales	B
Baskets and Basketware, not otherwise specified. Rate and a half ..	A
Baskets, coal	A
Baskets, commercial travellers'. Empty, not "returned empties" ..	A
Bath-chairs. Rate and a half. Owner's risk	A
Baths, plunge. If loose, owner's risk. Rate and a half	A
Battens, fencing, hewn or sawn, New Zealand timber	Q
Battens, fencing, hewn or sawn, not otherwise specified. Rate and a half	Q
Bean-meal, manufactured in New Zealand. Owner's risk	E
Beans, fresh in pods, New Zealand produce As Vegetables	
Beans, imported, packed	B
Beans, New Zealand produce, dried or parched, whole or crushed. Owner's risk	E
Beaverboard. Owner's risk	D
Bed-rails, in bundles	A
Bed and Bedding, packed. If loose, rate and a half, owner's risk. <i>Special goods</i>	A
Bedsteads, brass and iron, New Zealand manufacture, consigned direct from factory, in lots of 10 cwt. Owner's risk	B
Bedsteads (loose), in sacking, matting, straw bands, partially or wholly exposed. Rate and a quarter. Owner's risk. <i>Special goods</i>	A
Bedsteads, packed, in cases	A
Beehives and appliances. Owner's risk	C
Bee-supplies	C
Bees, live, secured in hives. Owner's risk	A
Beeswax	A
Beer, bottled, packed in cases. Owner's risk	B
Beer, bottled, packed in sacks. Owner's risk	A
Beer, ginger, bottled, packed, or in jars. Owner's risk	B
Beer, ginger, in bulk	C
Beer, in bulk	C
Beer, in jars. Owner's risk	B
Beet-root. Owner's risk	E
Bellit. Double rate. Owner's risk. <i>Dangerous</i>	A
Bellona. Double rate. Owner's risk. <i>Dangerous</i>	A
Bellows. Owner's risk	B
Bells. Owner's risk	A
Belting, leather or rubber. Owner's risk	B
Benches, saw. Owner's risk	A
Benzine, packed. Owner's risk. <i>Dangerous</i> . The charge at this rate will be reduced by 10 per cent.	B
Benzine storage safes (concrete). Owner's risk	C
Benzole and Benzoline, packed. Owner's risk. <i>Dangerous</i> As Benzine	
Bicarbonate of Soda, in lots of not less than 1 ton consigned direct to butter-factories. Packed. Owner's risk	B
Bicycles, motor, packed in cases or crates. Owner's risk. <i>Special goods</i> ..	A
Bicycles, pedal, not packed in cases or crates, to seat one rider, each machine as for 28 lb. Owner's risk. <i>Special goods</i>	
See Regulation 10, Part II	
Bicycles, pedal, packed in cases or crates Owner's risk. <i>Special goods</i> ..	A

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	Class.
Bicycles, pedal, with motor-propelling attachment, packed in cases or crates. Owner's risk. <i>Special goods</i>	A
Bicycles, pedal or motor, accompanying passengers. Owner's risk. <i>Special goods</i>	See Regulation 9, Part II
Bicycles, tandems, triplets, quadruplets, &c. (not packed in cases or crates). Owner's risk. <i>Special goods</i>	See Regulation 10, Part II
Bicycle wheels or frames, not packed. Owner's risk. <i>Special goods</i>	See Regulation 10, Part II
Bicycle wheels or frames, packed. Owner's risk. <i>Special goods</i>	A
Bills of Exchange and other Securities. Owner's risk. <i>Special goods</i>	See Regulation 11, Part II
Binder-slats, wooden, packed, consigned direct from factory. Owner's risk	D
Binder-twine	D
Birds and Animals, stuffed	See Regulation 10, Part II
Birdseed	B
Birds in cages. Owner's risk	See Regulation 10, Part II
Birds, mutton, preserved	D
Biscuits in tins, packed in crates or cases. Owner's risk. <i>Special goods</i>	A
Biscuits in tins, packed in crates or cases for distances beyond 140 miles (minimum rate as Class A for 140 miles). Owner's risk. <i>Special goods</i>	B
Bisulphide of Carbon. Owner's risk. <i>Dangerous</i>	A
Bisulphide of Lime in kegs or casks. Owner's risk	C
Bitumen, not otherwise specified	D
Bitumen, consigned to local bodies for their exclusive use in connection with the construction or maintenance of roads. Minimum quantity, 5 tons. Half rate	B
Bitumen sheeting (roofing-material) packed in rolls or crates. Owner's risk	B
Blacklead, packed	B
Blades, scythe, in bundles	A
Blasting-gelatine or powder. Double rate. Owner's risk. <i>Dangerous</i>	A
Bleach Soda-ash, packed, consigned to paper-mills. Owner's risk	D
Bleaching-liquids. Double rate. Owner's risk. <i>Dangerous</i>	A
Blight Specific. Owner's risk	D
Blinds, venetian, packed. If in bundles, owner's risk	A
Blocks and tackle	B
Blocks, concrete building. Owner's risk	P
Blocks, earthenware or pumice building. Owner's risk	P
Blue, washing, packed	A
Bluestone, packed	B
Boats (not otherwise specified) and motor-boats. Minimum charge, 1 ton per four-wheeled truck. When a bogie or check wagon is required a charge as for a check wagon will be made. Owner's risk	B
Boats, to and from regattas, accompanied by their crews	See Regulation 27, Part III
Boilers and Shell Flues, copper or iron, kitchen, washing, or other open, not otherwise specified. Owner's risk	A
Boiler-casings, concrete. Owner's risk. <i>Special goods</i>	D
Boiler-fluid. Owner's risk	B
Boiler-tubes, old, for fencing and for use as telephone poles	N
Boilers, steam-engine. Owner's risk	C
Bolts and Nuts, packed	C
Bone-char, for manufacture of manures. Owner's risk	Q
Bone-dust, packed. Owner's risk	E
Bones	Q
Books, packed. Owner's risk	A
Boot-polish	B
Boots, packed. Owner's risk. <i>Special goods</i>	B
Borax, packed	A
Bottles, earthenware. Owner's risk	D
Bottles, glass, druggists', packed. Owner's risk	A
Bottles, glass, empty, old, collected in New Zealand. Owner's risk	N
Bottles, glass, empty, "returned empties," Owner's risk	See Regulation 23, Part III
Bottles, glass, empty, packed, not otherwise specified. Owner's risk	C
Bottles, glass, empty, new, New Zealand manufacture. Packed. Owner's risk	D
Boulders	Q
Boxes, cardboard or strawboard, not collapsed or nested, packed in crates or cases. Rate and a half. Owner's risk	A
Boxes or cartons, cardboard or strawboard, collapsed or nested, not otherwise specified, packed in cases or crates. Owner's risk	A
Boxes or cartons, cardboard or strawboard, collapsed or nested, New Zealand manufacture, packed in cases or crates. Owner's risk	D
Boxes, cardboard or strawboard, containing millinery, feathers, and similar articles. Owner's risk. <i>Special goods</i>	See Regulation 10, Part II
Boxes, cardboard or strawboard, not otherwise specified. Owner's risk. Double rate	A
Boxes, consigned to soap or butter factories, in pieces, packed, not "returned empties" (or at class K if cheaper). Half rate	B
Boxes, empty (not "returned empties") not otherwise specified	A
Boxes, veneer, collapsed and tied in bundles	D
Brads, packed	B
Bran	E

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—*continued.*

	Class.
Brass (rod, sheet, wire, or nails)	B
Brass, scrap. Owner's risk. Half rate	C
Brasses for axle-boxes	B
Brattice-cloth. Owner's risk	D
Bread, packed. Owner's risk	D
Bread, unpacked	D
Breeze blocks. As concrete building-blocks	See Regulation 10, Part II
Breeze. Owner's risk	P
Bricks, bath	C
Bricks, concrete, New Zealand manufacture. Owner's risk	P
Bricks, fire, broken, and pieces of old retorts, consigned to brickworks for manufacture of bricks	F
Bricks for house grates, unpacked. Owner's risk	C
Bricks for house grates, packed in cases or crates. Owner's risk	D
Bricks, imported. Owner's risk	N
Bricks, New Zealand manufacture. Owner's risk	Q
Bricks, ventilating, New Zealand manufacture	Q
Bridge-cylinders, in pieces. Owner's risk. <i>Special goods</i>	D
Broom-heads, unfinished without bristle, wooden, packed	D
Brooms, corn, New Zealand manufacture, packed. Rate and a half, or ordinary parcel rates where cheaper	A
Brooms, corn, packed, not otherwise specified. Double rate	A
Brooms, not otherwise specified, packed	A
Brushware	A
Buckets, tin or other metal, or wooden (if more than one to be nested). Owner's risk	A
Bush-trolleys, under 2 tons	B
Bush-trolleys, 2 tons and over. Owners to load and unload	D
Butter, packed	D
Butter and Cheese Wrappers, packed	D
Butter-boxes, in pieces, packed, not "returned empties." Half rate. (Class K if cheaper)	B
Butter-boxes, empty, not "returned empties"	D
Butterine, packed	C
Buttermilk in tanks, minimum 6 tons per four-wheeled truck. (Tanks returned free.) Owner's risk	E
Cables, chain	D
Cables, telephone or electric, packed on reels. Owner's risk	B
Cages, bird. Double rate. Owner's risk	A
Cake, linseed, for stock-foods, New Zealand product. Owner's risk	E
Calcimite (lime-refuse)	D
Calcium, carbide of, in hermetically sealed tins packed in strong wooden cases, or in airtight and damp-proof iron drums. Owner's risk. <i>Dangerous</i>	A
Calcium, carbide of, refuse	D
Calcium cyanide for <i>bona fide</i> use as a rabbit-exterminator. <i>Dangerous</i>	D
Calf-meal, not otherwise specified	D
Calf-meal, New Zealand manufacture	E
Calf-skins	B
Calves. Owner's risk. <i>Special goods</i>	M
Candied Peel, packed	A
Candles, packed	A
Can-keys, packed (for opening preserved meat and other tins)	C
Canoes. Minimum charge as for 5 cwt. each. Owner's risk	A
Canvas, in bolts or bales	B
Carbon, loose. Owner's risk	N
Carbonate of barytes. Minimum quantity, 5 tons per four-wheeled truck, half rate B. Any less quantity to be charged such minimum or class	D
Carpet, packed	A
Carpet, unpacked. Rate and a half	A
Carriages, either set up or in pieces, unpacked. Owner's risk. <i>Special goods</i>	See Regulation 16, Part II
Carriages and Gigs, either set up or in pieces, packed. Minimum, 15 cwt. per four-wheeled truck. Owner's risk	A
Carriage Shafts and Wheels. Owner's risk	A
Carriage-covers	A
Carrots. Owner's risk	E
Cars, motor, in cases. Minimum, 1 ton per four-wheeled truck. Owner's risk. <i>Special goods</i>	A
Cars, motor, unpacked. Owner's risk. <i>Special goods</i> See Regulation 16, Part II	A
Cars, tram	A
Carts, daisy, in pieces, packed, total weight of each cart not to exceed 2½ cwt. Double rate. Owner's risk (or as carriages or gigs, if cheaper; if set up, to be charged as carriages, Regulation 16, Part II)	A
Carts, either set up or in pieces, unpacked	See Regulation 21, Part III
Carts, either set up or in pieces, packed. Minimum, 1 ton per four-wheeled truck	C
Carts, hand	See Regulation 10, Part II
Cartons, cardboard or strawboard, collapsed or nested, not otherwise specified, packed in cases or crates. Owner's risk	A
Cartons, cardboard or strawboard, collapsed or nested, New Zealand manufacture, packed in cases or crates. Owner's risk	D
Cartridges, not otherwise specified, packed. Double rate. Owner's risk. <i>Dangerous</i>	A

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	Class.
Cartridges, safety, small-arm, not otherwise specified, packed. Owner's risk. <i>Dangerous</i>	A
Cartridges, safety, small-arm, New Zealand manufacture, packed. Owner's risk. <i>Dangerous</i>	D
Casein Curd, packed. Minimum per truck, 2 tons. Owner's risk	E
Casein, dried	D
Cases, empty, for carriage of fruit	See Regulation 24, Part III
Cases, empty, not "returned empties," not otherwise specified	A
Cases, show, glass. Owner's risk. <i>Special goods</i> . Minimum, 1 ton per consignment	A
Cash. Owner's risk. <i>Special goods</i>	See Regulation 11, Part II
Cash-registers, packed. Owner's risk. <i>Special goods</i>	A
Casings, packed. Owner's risk	A
Cask-heads	D
Casks, empty, not "returned empties," not otherwise specified	A
Castings, not otherwise specified. Owner's risk. <i>Special goods</i>	C
Castings, iron, rough. Owner's risk. <i>Special goods</i>	D
Castings, iron, turned and polished, light and fragile. Owner's risk. <i>Special goods</i>	A
Casts, stereotype, consigned by or to newspaper-proprietors	See Regulation 14, Part II
Catamarans mounted on wheels	As Carts, see Regulation 21, Part III
Cattle. Owner's risk. <i>Special goods</i>	M
Cattle-covers	B
Ceilings, metal, packed in crates or cases. Owner's risk	B
Cement, not otherwise specified. Owner's risk. Rate and a half	N
Cement fibro in sheets, packed. Owner's risk	D
Cement, manufactured from New Zealand products. Rate and a half. Owner's risk	E
Ceremilk, New Zealand manufacture	E
Chaff. Owner's risk	Q
Chaff-cutters. Owner's risk. <i>Special goods</i>	C
Chain (cable)	D
Chain (not cable)	C
Chairs, bath and basket. Owner's risk. Rate and a half	A
Chairs, deck, folded in bundles. Owner's risk	A
Chairs, deck, single, folded and securely tied. Owner's risk	See Regulation 10, Part II
Chalk. New Zealand product	N
Chalk, not otherwise specified	C
Chandeliers, packed. Owner's risk. <i>Special goods</i>	A
Charcoal, crushed or uncrushed. Owner's risk	N
Charges and refills for chemical fire-extinguishers. Owner's risk	A
Chassis, motor, packed. Minimum, 1 ton per four-wheeled truck. Owner's risk. <i>Special goods</i>	A
Chassis, motor, set up. Owner's risk. <i>Special goods</i> . See Regulation 16, Part II	B
Cheese-boxes, in shooks. Half rate. (Class K if cheaper)	B
Cheese-hoops	C
Cheese, in jars or tins, packed. Owner's risk	A
Cheese, loose or in bags. Owner's risk	B
Cheese, packed	D
Cheese-wrappers, packed	D
Chicory, packed	A
Chicory-roots	E
Chilled Rolls (flour-mill machinery). Owner's risk. <i>Special goods</i>	C
Chimney-pieces. Owner's risk. <i>Special goods</i>	A
Chimney-pots. Owner's risk	C
Chimneys, galvanized-iron. Rate and a half. Owner's risk	A
China-clay	N
China, in boxes or cases. Owner's risk. <i>Special goods</i>	B
China, in casks or crates. Owner's risk. <i>Special goods</i>	C
Chinese Crackers, in packages not exceeding 14 lb. Owner's risk. <i>Dangerous</i> . See Regulation 10, Part II	A
Chinese Crackers. Double rate. Owner's risk. <i>Dangerous</i>	A
Chlorate of Potash. Owner's risk. (Not to be loaded in same truck as Oil of Myrbane)	A
Chloride of Calcium, packed. Owner's risk	D
Chloride of Sulphur. Double rate. Owner's risk. <i>Dangerous</i>	A
Chocolate, packed. Owner's risk. <i>Special goods</i> , as Confectionery	A
Churns. Owner's risk	A
Churns used in dairy factories. Owner's risk. <i>Special goods</i>	B
Chutney, packed	A
Cider in bulk	C
Cider, bottled, packed, or in jars. Owner's risk	B
Cigars and Cigarettes, packed. Owner's risk. <i>Special goods</i>	A
Cinders	Q
Cinematograph films in metal containers. Owner's risk. <i>Special goods</i> . <i>Dangerous</i>	A
Circuses. Owner's risk. <i>Special goods</i> . See Regulation 19, Part III	A
Cisterns, cast-iron, lavatory. Owner's risk	A
Clay Birds, New Zealand manufacture. Owner's risk	C
Clay Birds, not otherwise specified. Owner's risk	B
Clay, imported	N
Clay, New Zealand product	Q
Cleansing-preparations, packed, not otherwise specified. Owner's risk	B
Clocks, packed. Owner's risk. <i>Special goods</i>	A

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	Class.
Clothes-pegs, wooden, packed, consigned direct from factory. Owner's risk	D
Clothes-props, dressed timber. Owner's risk	D
Clothes-props, undressed timber	F
Coal, imported. Owner's risk	N
Coal, New Zealand, anthracite or bituminous. Owner's risk	P
Coal, New Zealand, brown. Owner's risk	R
Cocoa, packed, not otherwise specified	A
Cocoa, packed, not otherwise specified, for distances beyond 140 miles. Minimum rate as Class A for 140 miles	B
Coconut-fibre	B
Coconuts, New Zealand, Cook Islands, or Niue produce. Rate and a half	E
Coconuts, packed, not otherwise specified	C
Coffee and milk, packed, New Zealand manufacture, not otherwise specified	A
Coffee, ground or roasted, packed	A
Coffee, raw, packed	B
Coffins, empty. Double rate	A
Coin. Owner's risk. <i>Special goods</i> See Regulation 11, Part II	N
Coke. Owner's risk	N
Collodion, in hermetically sealed tins or bottles packed in sawdust in cases not exceeding 56 lb. each. Double rate. Owner's risk. <i>Dangerous</i>	A
Colours for paints, packed. Owner's risk	A
Combines. Owner's risk. <i>Special goods</i>	B
Concentrates. Owner's risk	Q
Concrete Boiler-casings. Owner's risk. <i>Special goods</i>	D
Concrete Bricks, building, Blocks, or Tiles. Owner's risk	P
Concrete Air-bricks (or ventilators). Owner's risk	P
Concrete Drinking-troughs. Owner's risk. <i>Special goods</i>	D
Concrete Fencing-posts, New Zealand manufacture. Owner's risk	N
Concrete Flood-gates. As concrete slabs	N
Concrete drain pipes. Owner's risk	N
Concrete Sheets (Konka Board). Owner's risk	N
Concrete Slabs for paving dairies	N
Concrete Tanks, water, empty. Owner's risk. <i>Special goods</i>	D
Concrete Wash-tubs. Owner's risk. <i>Special goods</i>	D
Conduit, steel, for electric wires. Owner's risk. <i>Special goods</i>	C
Conduits, earthenware, for electric wires, New Zealand manufacture. Owner's risk	N
Cones, pine	C
Confectionery, packed. Owner's risk. <i>Special goods</i>	A
Confectionery, packed, for distances beyond 140 miles. (Minimum rate as Class A for 140 miles.) Owner's risk. <i>Special goods</i>	B
"Congo" Roofing	B
Contractors' Plant, second-hand, moving from contract to contract (as determined by the Department), 2 tons and over. Owners to load and unload. (Drays for <i>bona fide</i> use on the contract may be included in the total weight of consignment and charged at the tonnage rate)	D
Contractors' Plant, second-hand, moving from contract to contract (as determined by the Department), under 2 tons	B
Copper, ingot or bar	C
Copper (rod, sheet, nails, wire, or rivets)	B
Copper-ore. Owner's risk	Q
Copper, scrap. Owner's risk. Half rate	C
Copper, sulphate of, packed	B
Cordage	C
Cordials, packed or in jars. Owner's risk	B
Cork seals, Crown	A
Cork Slabs, for insulation purposes in freezing-works and creameries. Owner's risk	A
Corks. Rate and a half	A
Cornflakes, Kellog's	A
Cornflour in bulk	C
Cornflour, packed. Not otherwise specified	A
Corn-sacks, loose	A
Corn-sacks, in bags, bundles, or bales	E
Cornices, in bundles, 40 cubic feet to the ton. Owner's risk	A
Corpses See Regulation 24, Part II	Part II
Cotton-waste and other fibrous materials for papermaking. Owner's risk	N
Cotton-waste, not otherwise specified	B
Counters, shop, packed. If loose, owner's risk	A
Coverings for frozen meat	D
Coverings, furniture See Regulation 23, Part III	Part III
Coverings, textile, used for fresh meat conveyed by rail, returned See Regulation 23, Part III	Part III
Covers, horse and cattle	B
Covers used for carriages or motor-cars forwarded by rail, returned See Regulation 16, Part II	Part II
Covers used for pelts forwarded by rail, returned	Free
Cowtips	B
Crabs and crab-winchies	C
Cranes. Owner's risk. <i>Special goods</i>	C
Cream. Owner's risk As Milk, see Regulation 23, Part II	Part II
Cream, preserved, packed, N.Z. manufacture, not otherwise specified	C

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	Class.
Cream, preserved, packed, consigned direct from local factories, in consignments of not less than 10 cwt.	D
Cream of Tartar, packed	A
Cream, ice-, packed. Owner's risk	C
Creamoata, manufactured from New Zealand produce. Owner's risk	E
Creosote	D
Crockery	See Earthenware
Cross-arms for telegraph, telephone, and electric-line poles, New Zealand timber	K
Cross-arms for telegraph, telephone, or electric-line poles, not otherwise specified. Rate and a half	K
Crowbars	D
Crucibles	B
Currants, packed	A
Curry Powder, packed	A
Cutlery, packed. Owner's risk. <i>Special goods</i>	A
Cyanamide fertilizer, packed. Owner's risk	E
Cyanide	D
Cylinders, bridge, in pieces. Owner's risk. <i>Special goods</i>	D
Daggins, sheep. Rate and a half	E
Daisy Carts, in pieces, packed, total weight of each cart not to exceed 2½ cwt. Double rate. Owner's risk (or as carriages or gigs if cheaper; if set up, charge as a carriage, as per Regulation 16, Part II)	A
Dates, packed	A
Decolite, flooring-material, packed	C
Deer, dead. Owner's risk	C
Demijohns, earthenware, packed. Owner's risk	D
Demijohns, glass, in wickerwork. Owner's risk	B
Demijohns, glass, without wickerwork. Rate and a half. Owner's risk	B
Dholl, not otherwise specified	B
Dholl, packed, New Zealand produce	E
Digestors, steam. Owner's risk	C
Dinghys (under 10 ft.). Minimum 10 cwt. each consignment per four-wheeled truck. Owner's risk	A
Disinfectants, not otherwise specified, packed	B
Distillate	As Benzine
Documents. Owner's risk. <i>Special goods</i>	See Regulation 11, Part II
Dogs. Owner's risk. <i>Special goods</i>	See Regulation 17, Part II
Door-frames	C
Doors, glass, not otherwise specified. Owner's risk	A
Doors, glass, packed. Owner's risk	C
Doors, wooden. Owner's risk	C
Dowells, wooden, packed, consigned direct from factory. Owner's risk	D
Drainpipes, concrete. Owner's risk	N
Drapery, packed. Owner's risk. <i>Special goods</i>	A
Drays, either set up or in pieces, unpacked	See Regulation 21, Part III
Drays, either set up or in pieces, packed. Minimum, 1 ton per four-wheeled truck	C
Dray Shafts and Wheels	B
Dress-stands. Rate and a quarter	See Regulation 10, Part II
Driers, packed	A
Droppers, fencing, hewn or sawn, New Zealand timber	Q
Droppers, fencing, hewn or sawn, not otherwise specified. Rate and a half	Q
Drugs, packed. Owner's risk. <i>Special goods</i>	A
Ducts, earthenware, New Zealand manufacture (for use in laying telegraph-cables). Owner's risk	N
Duck, in bolts or bales	B
Dumb-plates	D
Dyes, packed	A
Dyewoods, not otherwise specified	C
Dynamite. Double rate. Owner's risk. <i>Special goods</i> . <i>Dangerous</i>	A
Dynamos. Owner's risk. <i>Special goods</i>	B
Earth. Owner's risk	Q
Earthenware Building-blocks. Owner's risk	P
Earthenware ducts, New Zealand manufacture (for use in laying telegraph-cables). Owner's risk	N
Earthenware, New Zealand manufacture, packed, consigned direct from factories, in lots of not less than 20 cwt., half-rate Class B. Any less quantity will be charged as such minimum, or at the classified rates for Class D. Owner's risk. <i>Special goods</i>	
Earthenware, not otherwise specified, in tanks, casks, or crates. Owner's risk. <i>Special goods</i>	C
Earthenware, not otherwise specified, in boxes or cases. Owner's risk. <i>Special goods</i>	B
Earthenware, not otherwise specified, unpacked. Owner's risk. <i>Special goods</i>	A
Economizer, Green's. Owner's risk	C
Eggs, only when safely packed. Owner's risk	C
Egg-preserver, New Zealand manufacture, packed. Owner's risk	C

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	Class.
Egg-pulp, New Zealand manufacture. Owner's risk	C
Electric-light fittings, lamp-shades' holders, &c. Owner's risk. <i>Special goods</i>	A
Electrical machinery, motors, transformers, meters, ironclad switch-gear. Owner's risk. <i>Special goods</i>	B
Emery wheels, packed. Owner's risk	B
Empties, cases, for carriage of fruit	See Regulation 24, Part III
Empties, casks, cases, kegs, jars, tins, tubs, and crates, not "returned empties," but when full to be forwarded by rail. The full packages, &c., to be conveyed between the same stations and from original consignee to the original consignor as the empties At rates for "returned empties," see Regulation 23, Part III	
Empties, not "returned empties," not otherwise specified	A
Empties, returned, not otherwise specified	See Regulation 23, Part III
Empty tins and cases for conveyance of honey (not "returned empties"). Owner's risk	D
Encaustic Tiles. Owner's risk	C
Engines, locomotive, running on their own wheels. Owner's risk. <i>Special goods</i>	See Regulation 20, Part III
Engines, portable and traction. Owner's risk. <i>Special goods</i>	B
Engravings, in cases. Rate and a quarter. Owner's risk. <i>Special goods</i>	A
Engravings, loose. Double rate. Owner's risk. <i>Special goods</i>	A
Eruptite. Double rate. Owner's risk. <i>Special goods. Dangerous</i>	A
Eucalypt twig bearing seed cones	C
Explosive materials, not otherwise specified (excepting lithofracteur, nitro-glycerine, dualine, glyoxiline, methylic nitrate, glonine oil, gunccotton, pyrolithe, metallic sodium, which will not be carried). Double rate. Owner's risk. <i>Dangerous</i>	A
Express-wagons, either set up or in pieces, unpacked	See Regulation 21, Part III
Express-wagons, either set up or in pieces, packed. Minimum, 1 ton per four-wheeled truck	C
Express-wagon, Shafts or Wheels	B
Fama Flooring-material, packed	C
Fancy Goods, packed. Rate and a quarter. Owner's risk. <i>Special goods</i>	A
Farinaceous foods manufactured in New Zealand from New-Zealand-grown cereals. Owner's risk	E
Farinaceous foods not otherwise specified manufactured in New Zealand from ingredients not wholly produced in New Zealand. Owner's risk	D
Fascines. Owner's risk	F
Fat	C
Feathers, in cardboard or strawboard boxes. Owner's risk. <i>Special goods</i>	See Regulation 10, Part II
Feathers, packed, not in cardboard boxes. Double rate. Owner's risk	A
Felloes, manufactured	C
Felloes, unmanufactured	D
Felspar. Owner's risk	D
Felt	B
Fencing, patent (steel, wire, and lathwood). Owner's risk	D
Fencing-posts, concrete, New Zealand manufacture. Owner's risk	N
Fencing-posts, stakes, battens, rails, or droppers, hewn or sawn, New Zealand timber	Q
Fencing-posts, stakes, battens, rails, or droppers, hewn or sawn, not otherwise specified. Rate and a half	Q
Fencing-timber, hewn, sawn, or slabs, rough (New Zealand) timber, in lengths not exceeding 6 ft., for bona fide fencing purposes	Q
Fenders. Owner's risk	A
Ferns, out for decorating purposes. Owner's risk	D
Ferric Alumina, or Sulphate of Alumina, consigned to local bodies for water-purification purposes. Rate and a half	E
Fibre, alpinite (insulating-material)	C
Fibre, coconut	B
Fibro-cement, in sheets, packed. Owner's risk	D
Fibrolite, corrugated or plain, packed	D
Field-rollers. Owner's risk	C
Files, packed	B
Figs, packed	A
Films, cinematograph, in metal containers. Owner's risk. <i>Special goods</i>	A
Firearms, packed	A
Firearms, unpacked	See Regulation 10, Part II
Firebacks and Firegrates, made from fireclay, packed. Owner's risk	D
Firebacks and Firegrates, made from fireclay, not otherwise specified. Owner's risk	C
Firebars and Bearers, Dumb-plates, and Furnace-doors	D
Fireclay	Q
Fire-escapes, iron. Owner's risk	C
Fire-extinguishers, chemical, charges and refills for. Owner's risk. <i>Special goods</i>	A
Fire-irons	A
Fireplaces, tiled slabs and grates for, packed. Owner's risk	C
Firewood	F
Fireworks, packed. Double rate. Owner's risk. <i>Dangerous</i>	A

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	Class.
Fish-bolts and fish-plates (fastenings for iron rails)	N
Fish-cans, empty, for carriage of ova for acclimatization purposes ..	Free
Fish, dried. Packed. Owner's risk	C
Fish, whitebait, fresh, in tins. Owner's risk	A
Fish-food for acclimatization societies	Free
Fish, fresh, not otherwise specified, 2-ton lots and over, packed. Half-rates. Owner's risk	C
Fish, fresh, not otherwise specified, under 2 tons, packed. Owner's risk	D
Fish, frozen or chilled, packed. Owner's risk	D
Fish, loose. Owner's risk	C
Fish, tinned	A
Fittings, electric-light, not otherwise specified. Owner's risk. <i>Special goods</i>	A
Fittings, gas, packed	B
Fittings, shop, packed. If loose, owner's risk	A
Flags, packed. If loose, owner's risk	A
Flagstones for paving. Owner's risk	N
Flax, green. Owner's risk. <i>Special goods</i>	F
Flax, in bales, dressed, pressed. If unpressed, rate and a half. (Loose dressed flax will not be accepted for carriage.) Owner's risk. <i>Special goods</i> . New-Zealand-dressed flax will be charged 25% less than these rates	D
Flax Matting	B
Flax-refuse consigned from flax-mills to factories for manufacture of cattle-food. Owner's risk	F
Flax Straw. Owner's risk. (Loose flax straw will not be accepted for carriage)	F
Fleshings, packed. Owner's risk	N
Flock, in bales	A
Flood-gates, concrete. As concrete slabs	N
Floorcloth	A
Flour	E
Flour-bags, in bags or bales	D
Flour, malt, as baking-powder	A
Flower-pots, paper or earthenware, loose. Owner's risk	B
Flower-pots, paper or earthenware, packed	C
Flowers, artificial. Owner's risk See Regulation 10, Part II	N
Flowers, fresh cut. Owner's risk See Regulation 10, Part II	N
Flues, shell See Boilers	B
Fluid, boiler. Owner's risk	B
Fodder Molasses, for feeding stock (not otherwise specified)	D
Fodder Molasses, for feeding stock, New Zealand manufacture	E
Fog-signals. Double rate. Owner's risk. <i>Dangerous</i>	A
Food, fish, for acclimatization societies	Free
Foods, farinaceous, manufactured in New Zealand from New-Zealand-grown cereals. Owner's risk	E
Foods, farinaceous, not otherwise specified, manufactured in New Zealand from ingredients not wholly produced in New Zealand. Owner's risk	D
Foods, live-stock or poultry, not otherwise specified. Owner's risk ..	D
Foods, live-stock or poultry, manufactured in New Zealand. Owner's risk	E
Forks, hay or other agricultural	A
Fowl-grit, New Zealand produce. Owner's risk	E
Frames, iron, for portable boilers or coppers not set up, packed. Owner's risk	C
Frames, picture. Rate and a half. Owner's risk	A
Fruit, dried	A
Fruit, fresh, not otherwise specified, packed. Owner's risk	D
Fruit, fresh, grown in New Zealand, Cook Islands, or Niue, packed. Rate and a half. Owner's risk. See Regulation 21, Part II, and Regulation 15, Part III	E
Fruit, preserved, packed, not otherwise specified. Owner's risk	A
Fruit, preserved, New Zealand manufacture, packed. Owner's risk ..	B
Fruit-pulp, New Zealand manufacture. Owner's risk	D
Fry, salmon and trout, for acclimatization societies	Free
Fungus, in bales or bags	B
Furnace-doors	D
Furnace-liners (brickware). Owner's risk	N
Furniture (household removals). Owner's risk. <i>Special goods</i> See Regulation 22, Part III	B
Furniture in Furniture-vans or Transports (see also Regulation 22, Part III). Owner's risk. <i>Special goods</i>	B
Furniture, in packing-cases or crates. Owner's risk. <i>Special goods</i> ..	A
Furniture, loose, in sacking, mattings, straw bands, partially or wholly exposed. Rate and a quarter. Owner's risk. <i>Special goods</i>	A
Furniture, marble tops. Double rate. Owner's risk. <i>Special goods</i> ..	A
Furniture, skeleton. Double rate. Owner's risk. <i>Special goods</i>	A
Furniture-coverings See Regulation 23, Part III	A
Furs, not otherwise specified, packed. Owner's risk. Double rate. <i>Special goods</i>	A
Furs, New Zealand manufacture. Owner's risk. <i>Special goods</i>	A
Fuze, packed. Owner's risk. <i>Dangerous</i> . (See also Regulation 10, Part II)	A
Fuzees. Double rate. Owner's risk. <i>Dangerous</i>	A

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	Class.
Game, dead. Owner's risk. (See also Regulation 22, Part II, and Regulation 16, Part III)	A
Garden-edges. Owner's risk	N
Garden roots	D
Garden-seats. Owner's risk. If cast, <i>special goods</i>	B
Garden tools, hoes, rakes, &c.	B
Gas, acetylene, in cylinders. Owner's risk. <i>Dangerous</i>	A
Gas, ammonia, compressed, in solid-drawn steel tubes. Owner's risk. <i>Dangerous</i>	A
Gasaliers. Owner's risk	A
Gas, liquefied carbonic acid, in solid-drawn steel tubes. Owner's risk. <i>Dangerous</i>	A
Gas, liquefied nitrous oxide, in cast-iron or mild-steel cylinders. Owner's risk. <i>Dangerous</i>	A
Gas-oil, Double rate. Owner's risk. <i>Dangerous</i>	A
Gasolene and Gasogen. Owner's risk. <i>Dangerous</i>	As Benzine
Gas-water, in tanks or casks, not otherwise specified. Owners' risk	D
Gas-water, in 5-ton lots. Owner's risk	N
Gates, house or garden, not otherwise specified. Owner's risk	B
Gates, house or garden, New Zealand manufacture. Owner's risk	D
Gates, field, set up or in pieces	D
Gelatine, for manufacture of confectionery, packed. Owner's risk.	B
Gigs, either set up or in pieces, unpacked. Owner's risk. <i>Special goods</i>	
	See Regulation 16, Part II
Gigs, either set up or in pieces, packed. Minimum, 15 cwt. per four-wheeled truck. Owner's risk	A
Gig Shafts and Wheels. Owner's risk	A
Ginger, packed	A
Girders, iron or steel	C
Glass, broken, packed. Owner's risk	F
Glass doors, not otherwise specified. Owners' risk	A
Glass Doors, packed. Owner's risk	C
Glass, plate, packed, not otherwise specified. Owner's risk. <i>Special goods</i>	A
Glass, plate, packed. (If conveyed in special wagon, minimum 2 tons.) Owner's risk. <i>Special goods</i>	A
Glass, show-cases. Owner's risk. <i>Special goods</i> . Minimum, 1 ton per consignment	A
Glassware, chinaware, or crockery, except druggists' bottles, parcels containing. Owner's risk. <i>Special goods</i>	
	See Regulation 10, Part II
Glass, window, packed. Owner's risk. <i>Special goods</i>	A
Glasses, looking, packed. Owner's risk. <i>Special goods</i>	A
Glasses, looking, not packed. Double rate. Owner's risk. <i>Special goods</i>	A
Glassware, New Zealand manufacture, packed, consigned direct from factories, in consignments of not less than 30 cwt., half rate Class B. Any less quantity will be charged as such minimum, or at the classified rates for Class D.	
Glassware, packed, not otherwise specified. Owner's risk. <i>Special goods</i>	A
Glucose, packed	B
Glue and Glue Pieces, not otherwise specified, packed	D
Glue Pieces and Fleshings for Gluemaking, packed. Owner's risk	N
Go-carts	As Perambulators
Goats Owner's risk. <i>Special goods</i>	M
Gold Coin. Owner's risk. <i>Special goods</i>	
	See Regulation 11, Part II
Gold, manufactured or unmanufactured. Owner's risk. <i>Special goods</i>	
	See Regulation 11, Part II
Golden-syrup, in bottles. Owner's risk	A
Golden-syrup, in casks or tins	C
Gradual-feed Boxes for horses	B
Grain, in bags, not otherwise specified. Owner's risk	E
Grain, poisoned, packed in double bags, with "POISONED GRAIN" painted thereon in 3 in. letters	D
Grain, phosphorized, packed in double bags, with "POISONED GRAIN" painted thereon in 3 in. letters. Double rates. <i>Dangerous</i>	A
Grain, phosphorized, in tins or drums hermetically sealed, consigned for destruction of rabbits or birds	D
Granite, dressed or polished. Owner's risk	D
Granite, rough. Owner's risk	N
Grass, brushmaker's	D
Grass, marram or tussock. Owner's risk	F
Grates, loose. Owner's risk. <i>Special goods</i>	A
Grates, packed	A
Gravel	Q
Gravestones (carved figures), packed (if unpacked, double rate). Owner's risk. <i>Special goods</i>	A
Gravestones, plain. Owner's risk	D
Grease, lubricating	D
Green's economizer. Owner's risk	C
Greenstone, dressed or polished. Owner's risk. <i>Special goods</i>	A
Greenstone, rough	D
Grindstones. Owner's risk	C
Groats, packed	B
Groats, New Zealand manufacture, in bags. Owner's risk	E
Guano, packed. Owner's risk	E
Guano, loose. Owner's risk	N
Gum, kauri	C
Gum, shellac, packed	B
Gunpowder. Double rate. Owner's risk. <i>Dangerous</i>	A
Guttering, metal	A
Gypsum	E

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	Class.
Haberdashery, packed. Owner's risk. <i>Special goods</i>	A
Hair, upholsterers'	A
Hair, plasterers'	C
Hair, raw, for manufacturing purposes, pressed, in bales or bags	C
Halters, rope	C
Hammers	B
Hams, loose. Owner's risk	C
Hams, packed	D
Handles, wooden, not otherwise specified, packed	B
Handles, wooden, packed, consigned direct from factory	D
Hand-trucks	C
Hardware, not otherwise specified. Owner's risk. <i>Special goods</i>	A
Hares, dead, packed in cases, crates, or sacks. Owner's risk. (See also Regulation 22, Part II, and Regulation 16, Part III.) Minimum quantity, 10 cwt.; any less quantity will be charged at this minimum or at Class A	C
Harmoniums, packed. Owner's risk. <i>Special goods</i>	A
Harmoniums, not packed. Rate and a half. Owner's risk. <i>Special goods</i>	A
Harness, packed. Owner's risk. <i>Special goods</i>	B
Harness, loose. Owner's risk. <i>Special goods</i>	A
Harrows, chain or tine. Owner's risk	C
Harrows, disc. Owner's risk	B
Hats, packed. Double rate. Owner's risk. <i>Special goods</i>	A
Hay, pressed or unpressed. Owner's risk. (Loose hay will not be accepted for carriage)	Q
Hematite, packed. Owner's risk	B
Hemp, as dressed flax.	A
Hessian, not otherwise specified, packed. Owner's risk	E
Hessian, in bales, for manufacture of cornsacks	B
Hides, green, salted, or dried	B
Hinges	A
Hollow-ware (cast-iron kitchen utensils). Owner's risk	B
Honey, not otherwise specified, in bottles, tins, or jars. Owner's risk	A
Honey, not otherwise specified, in kegs or casks. Owner's risk	B
Honey, extracted, packed, New Zealand produce. Owner's risk	D
Honey, section, New Zealand produce	C
Hoofs and Horns	D
Hoops, cheese	C
Hops, packed. Owner's risk	C
Horse-covers	B
Horse-powers. Owner's risk. <i>Special goods</i>	C
Horses. Owner's risk. <i>Special goods</i>	C
Horse-shoes	C
Hose, indiarubber. Owner's risk	A
Hosiery, packed. Owner's risk. <i>Special goods</i>	A
Houses, wooden, in sections	C
House-blocks, split. Owner's risk	Q
House-blocks, sawn (not exceeding 5 ft. in length). Owner's risk	Q
Household removals. Owner's risk. <i>Special goods</i>	See Regulation 22, Part III
Hubs, manufactured	C
Hubs, unmanufactured	D
Hurdles, iron or wood	D
Husks, grain. Owner's risk	F
Hydro-carbon for rabbit-extirmination. Owner's risk. <i>Dangerous</i>	A
Ice, unpacked. Owner's risk	A
Ice, packed, not otherwise specified. Owner's risk	D
Ice, in 4-ton lots. Owner's risk	N
Ice-cream, packed. Owner's risk	C
Images, marble, packed. If unpacked, double rate. Owner's risk. <i>Special goods</i>	A
Impervio paint, packed. Owner's risk	B
Implements, agricultural, not otherwise specified. Owner's risk	B
Incubators. Owner's risk	A
Indiarubber Goods or Hose. Owner's risk	A
Ink, printers'	B
Ink, writing. Owner's risk	A
Instruments, musical, packed. If unpacked, rate and a half. Owner's risk. <i>Special goods</i>	A
Instruments, scientific and other, not otherwise specified, packed. Owner's risk. <i>Special goods</i>	A
Insulators, telegraph or electric, glazed earthenware, packed. Owner's risk. <i>Special goods</i>	C
Iron, corrugated, galvanized, loose. Owner's risk	C
Iron, corrugated, galvanized, packed in cases or crates. Owner's risk	D
Iron, angle, bar, rod, hoop, sheet, or plate, manufactured, not otherwise specified	C
Iron, angle, bar, rod, hoop, sheet, or plate, unmanufactured, not otherwise specified	D
Iron Fencing-material	D
Iron, nitrate of. Double rate. Owner's risk. <i>Dangerous</i>	A
Iron, oxide of	N
Iron, oxide of, spent	F
Iron, perchloride of. Double rate. Owner's risk. <i>Dangerous</i>	A
Iron, pig. Owner's risk	N

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—*continued.*

	Class.
Iron Rails, new, and Fastenings for same. Owner's risk	N
Iron Rails, old, for scrap	Q
Iron Rails, old, not for scrap, and Fastenings for same. Owner's risk	N
Iron, scrap	Q
Italian Rope Packing	C
Jadoo, hydraulic- or steam-pressed, packed, in bales	D
Jam, in jars, bottles, or tins, packed. Owner's risk	A
Jars, glass, empty, packed, New Zealand manufacture	D
Jars, glass (fruit, jam, pickle, honey, or preserved meat), not otherwise specified. Owner's risk	C
Jewellery. Owner's risk. <i>Special goods</i> See Regulation 11, Part II	
Joinery, not otherwise specified. Owner's risk	A
Joists. Iron or steel	C
Kainit, for manufacture of artificial manure. Owner's risk	E
Kale-seed	D
Kapok, in bales	A
Kauri-gum	C
Kerosene, packed, not otherwise specified. Owner's risk. The charges computed at this rate to be reduced by 10 per cent.	B
Kerosene in naked tins, minimum quantity 400 tins per consignment (consignments under 400 tins will not be accepted for transit.) Owner's risk. Rate and a quarter	B
Keys, can (for opening preserved meats and other tins)	C
Konka-boards. Owner's risk	N
Lace, packed. Owner's risk. <i>Special goods</i>	A
Ladders (measurement to be taken over extreme dimensions as if solid). Owner's risk	K
Lamp-cases, hall and street, loose. Owner's risk. Double rate	A
Lamps and Lampware, not otherwise specified, packed. Owner's risk	A
Lampblack	B
Lamp-posts, iron. Owner's risk	B
Lard, not otherwise specified	C
Lard, packed in consignments of not less than 10 cwt.	D
Lasts, packed	B
Laths, not otherwise specified, in bundles	C
Laths (New Zealand timber), in truck-loads (measurement to be calculated per bundle). Owner's risk	K
Lead wool. Owner's risk	C
Lead, pig, sheet, and pipe. Owner's risk	D
Lead, red and white	D
Lead, scrap. Owner's risk. Half rate	C
Leather, bookbinders' or fancy	A
Leather, not otherwise specified, in bales or bundles	B
Leather Shavings, for manufacture of manure	E
Leather and Rubber Cuttings and Parings (waste) consigned to New Zealand leather-rubber factories. Owner's risk	N
Leather-rubber goods, packed. Owner's risk	C
Library Exchanges See Regulation 13, Part II	
Lignite. Owner's risk	Q
Lime (Gas-refuse). Owner's risk	F
Lime, not otherwise specified. Owner's risk	N
Lime, New Zealand produce. Owner's risk	Q
Lime, New Zealand produce, for manuring farm-lands. Owner's risk. See Regulation 13, Part III	F
Limejuice, bottled, packed or in jars. Owner's risk	B
Limejuice, in bulk	C
Limestone	Q
Linoleum. Owner's risk	A
Linseed. Owner's risk	E
Linseed Cake or Meal for stock foods, New Zealand product. Owner's risk	E
Linseed-meal, not otherwise specified. Owner's risk	B
Linseed and Pea Meals, imported, for manufacture of stock foods. Owner's risk	D
Linseed straw, consigned direct to paper-mills. Owner's risk	N
Liquorice	A
Lithyte. Double rate. Owner's risk. <i>Dangerous</i>	A
Live-stock and Poultry Foods, not otherwise specified. Owner's risk	D
Live-stock and Poultry Foods, manufactured in New Zealand. Owner's risk	E
Locomotive Engines, running on their own wheels. Owner's risk. <i>Special goods</i> See Regulation 20, Part III	
Logs. Owner's risk	K
Logwood	D
Looking-glasses, packed. Owner's risk. <i>Special goods</i>	A
Looking-glasses, not packed. Double rate. Owner's risk. <i>Special goods</i>	A
Lucerne-seed meal for manufacture of stock foods, New Zealand manufacture	E
Luggage, not otherwise specified. <i>Special goods</i>	B
Luggage, left. Owner's risk. <i>Special goods</i> See Regulation 7, Part II	
Luggage, passengers'. <i>Special goods</i> See Regulation 1, Part II	
Luggage and samples, commercial travellers'. Owner's risk. <i>Special goods</i> See Regulation 4, Part II	
Luggage, theatrical companies'. <i>Special goods</i> See Regulation 5, Part II	

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	Class.
Machines—windmills, leather-cutting, printing, aerated-water, weighing, milking, sheep-shearing; fire-engines; lawn-mowers; cheese, wool, hay, and wine presses; mangles; stripping, threshing, and reaping machines; hay-rakes; elevators; steam-ploughs; and all machines not otherwise specified. Owner's risk. <i>Special goods</i>	B
Machines, reapers-and-binders, set up; minimum charge as for 1 ton. Owner's risk. <i>Special goods</i>	B
Machines—reapers-and-binders, packed; horse-powers; chaff-cutters; clod-crushers; garden rollers; field-rollers; stone-crushers. Owner's risk. <i>Special goods</i>	C
Machines, sewing, loose. Owner's risk. <i>Special goods</i> See Regulation 10, Part II	Part II
Machines, sewing, packed. Owner's risk. <i>Special goods</i>	A
Machines, washing. Owner's risk. <i>Special goods</i>	A
Machinery, electrical, not otherwise specified. Owner's risk. <i>Special goods</i>	B
Machinery, light and fragile. Owner's risk. <i>Special goods</i>	A
Machinery, mining, exclusive of pipes and fluming. Owner's risk. <i>Special goods</i>	D
Machinery, refrigerating, flour-milling, or papermaking. Owner's risk. <i>Special goods</i>	C
Machinery, not otherwise specified, including cylinders, sole-plates, and fly-wheels. Owner's risk. <i>Special goods</i>	B
Magnesite ore. Owner's risk	N
Maize. Owner's risk	E
Maize-meal, manufactured in New Zealand. Owner's risk	E
Malt. Owner's risk	E
Malt, flour, as baking-powder	A
Malt Screenings. Owner's risk	E
Malthoid	B
Manganese-ore. Owner's risk	N
Mangolds. Owner's risk	Q
Manila Fibre. Owner's risk	B
Mantelpieces. Owner's risk. <i>Special goods</i>	A
Manures, other than street, stable, or farmyard. Owner's risk	E
Manures, street, stable, or farmyard. Owner's risk	F
Manure, salt, for agricultural or pastoral purposes. Owner's risk	E
Maps, packed. Owner's risk. <i>Special goods</i> See Regulation 10, Part I	Part I
Marble for manufacture of grave-stones, &c. Owner's risk. <i>Special goods</i>	D
Marble Images, and other similar marble goods, packed. If unpacked, double rate. Owner's risk. <i>Special goods</i>	A
Marble, polished, packed. Not otherwise specified. Owner's risk. <i>Special goods</i>	B
Marble, polished, unpacked. Owner's risk. <i>Special goods</i>	A
Marble, rough blocks. Owner's risk	N
Marble Tiles, packed. Owner's risk. <i>Special goods</i>	B
Marble Tops (furniture). Double rate. Owner's risk. <i>Special goods</i>	A
Margarine, packed	C
Marmite, packed. Minimum, 1 ton. Any less quantity will be charged at such minimum or at Class A	B
Marrows, vegetable. Owner's risk	E
Mastic, in airtight tins packed in sawdust in stout cardboard boxes. Not more than 5 lb. in weight may be packed with other cycle accessories	A
Matches, packed. Owner's risk. <i>Dangerous</i>	A
Mats, coir	A
Mats, woollen, packed. Owner's risk	A
Matting, not otherwise specified	A
Matting, flax	B
Mattresses, packed, whole or in parts	A
Mattresses, unpacked. Rate and a half. Owner's risk	A
Meal, imported, not otherwise specified, for horse and cattle feeding	D
Meal, linseed, not otherwise specified. Owner's risk	B
Meal, linseed and pea (imported), for manufacture of stock-foods. Owner's risk	D
Meal, linseed, for stock-foods, New Zealand produce. Owner's risk	E
Meal, oat, packed. Owner's risk	E
Meat, frozen, fresh, chilled, or preserved, not otherwise specified. Owner's risk	C
Meat, frozen beef for export. Owner's risk. The charges at this rate will be reduced by 30 per cent.	C
Meat, frozen mutton, lamb, or pork for export. Owner's risk. The charges at this rate will be reduced by 20 per cent.	C
Medicines, stock, manufactured in New Zealand	D
Merry-go-rounds. Owner's risk. <i>Special goods</i>	B
Metal, expanded, for reinforced concrete	C
Metal, road	Q
Metal, scrap, not otherwise specified. Owner's risk	N
Metal type for remelting	D
Meters, electrical, gas, or water. Owner's risk	B
Military camp Equipment (exclusive of ammunition or explosives of any description), guns, gun-carriages, and wagons. Owner's risk	C
Milk and Humanized Milk. Owner's risk See Regulation 23, Part II	Part II
Milking-machines. Owner's risk. <i>Special goods</i>	B
Milk, preserved, not otherwise specified, packed	A
Milk, preserved or dried, New Zealand manufacture, packed, not otherwise specified!	C

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	Class.
Milk, preserved, or dried, packed, consigned direct from local factories in consignments of not less than 10 cwt.	D
Milk, preserved, New Zealand manufacture, in milk-cans, consigned direct from local factories	Part II
Milk-powder, New Zealand manufacture, manufactured from skim-milk. Owner's risk. Rate and a half	E
Millet	D
Millinery, packed. Double rate. Owner's risk. <i>Special goods</i>	A
Mineral Waters, packed. Owner's risk	B
Mining Machinery and Plant, exclusive of pipes and fluming. Owner's risk. <i>Special goods</i>	D
Mining-props, and Mining-caps for use in conjunction with props. Owner's risk	F
Mirrors, packed. Owner's risk. <i>Special goods</i>	A
Mirrors, not packed. Double rate. Owner's risk. <i>Special goods</i>	A
Molasses, not otherwise specified, in casks. Owner's risk	C
Molasses, fodder, not otherwise specified, for feeding stock	D
Molasses, fodder, New Zealand manufacture, for feeding stock	E
Molasses for preservation of New Zealand timber. Minimum load, 6 tons per four-wheeled truck, 12 tons per bogie truck	D
Money. Owner's risk. <i>Special goods</i>	Part II
Monkeys, pile-driving	D
Monobel. Double rate. Owner's risk. <i>Dangerous</i>	A
Moss, green, in bags or bales. Half rate	B
Moss, hand-pressed, packed in bags or bales	C
Moss, hydraulic- or steam-pressed, packed in bales	D
Motors, electric. Owner's risk. <i>Special goods</i>	B
Motor-body Hoods, unfoldable. Owner's risk. Double rate. (Minimum charge as for 5 cwt.) <i>Special goods</i>	A
Motor-body Hoods, folded. Owner's risk. <i>Special goods</i>	A
Motor-cars, in cases. Minimum, 1 ton per four-wheeled truck. Owner's risk. <i>Special goods</i>	A
Motor-cars, unpacked. Owner's risk. <i>Special goods</i>	Part II
Motor-car Bodies, set up or in pieces. Minimum, 5 cwt. Owner's risk. Double rate. <i>Special goods</i>	A
Motor-car cases, in sections	D
Motor-spirits	As Benzine
Motor-tractors. Owner's risk. <i>Special goods</i>	B
Motor Wagons or Buses. Owner's risk. <i>Special goods</i>	Part II
Motor-vehicle Engines and parts. Owner's risk. <i>Special goods</i>	B
Mouldings, New Zealand timber, in cases or bundles. Owner's risk	K
Mouldings, imported, in cases or bundles. Owner's risk. <i>Special goods</i> . Rate and a half	K
Mouldings, gilt and fancy, in cases or bundles. Owner's risk	A
Muriate of Potash. Owner's risk	E
Mushrooms, packed. Rate and a half. (See also Regulation 21, Part II, and Regulation 15, Part III)	E
Musical Instruments, packed. If unpacked, rate and a half. Owner's risk. <i>Special goods</i>	A
Mussels, in bottles. Owner's risk	A
Mustard, packed	A
Mutton-birds, preserved	D
Myrobolans	D
Myrbane, oil of. Owner's risk. (Not to be loaded in same truck as chlorate of potash)	A
Nails, iron, packed	C
Naphtha and Naphthaline, not otherwise specified. Owner's risk. <i>Dangerous</i>	As Benzine
Naves, manufactured	C
Naves, unmanufactured	D
Netting, rope, packed	B
Netting, wire. Owner's risk	D
Newspapers	Part II
Newspapers, old, in bundles, for packing purposes or for waste	N
Nitrolim, packed. Owner's risk	E
Novoko Benzine-economizer	As Benzine
Nuts, edible. Not otherwise specified	A
Nuts, coco, packed, not otherwise specified	C
Nuts, grown in New Zealand, Cook Islands, or Niue, fresh, packed, rate and a half. (See also Regulation 21, Part II, and Regulation 15, Part III)	E
Nuts, iron, packed	C
Oars. Owner's risk	A
Oat-dust. Owner's risk	E
Oatina, packed. Owner's risk	E
Oats. Owner's risk	E
Oats, crushed. Owner's risk	E
Oats, phosphorized, in tins or drums, hermetically sealed, consigned for destruction of rabbits	D
Oatmeal, packed. Owner's risk	E
Ochre	B
Offal. Owner's risk	N

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	Class.
Oilcake, New-Zealand-manufacture. Owner's risk	E
Oilcake, not otherwise specified	D
Oilcloth. Owner's risk	A
Oil, crude, residual. Minimum quantity, 2 tons	D
Oil, lgas. Double rate. Owner's risk. <i>Dangerous</i>	A
Oil of Myrbane. Owner's risk. (Not to be loaded in same truck as chlorate of potash)	A
Oil, packed, not otherwise specified. Owner's risk	B
Oil, shale, imported. Minimum quantity, 2 tons. Owner's risk	D
Oil, shale, tar, or lubricating, New Zealand manufacture, not otherwise specified. Owner's risk	D
Oil, shale, tar, or lubricating, New Zealand manufacture. Minimum quantity, 4 tons. Owner's risk Half rate	B
Oleo	C
Onions. Owner's risk	E
Opium. Owner's risk. Double rate. <i>Special goods</i>	A
Opossum-skins, in bags or bales. Owner's risk. <i>Special goods</i>	A
Ore, copper, iron, sulphur, and other, not otherwise specified. Owner's risk	Q
Ostriches, living. Owner's risk	M
Ova, trout and salmon, for acclimatization societies	Free
Ovens, camp and colonial. Owner's risk. <i>Special goods</i>	B
Oxide of Iron	N
Oxide of Iron, spent	F
Oysters and other Shell-fish, under 2 tons. Owner's risk	D
Oysters and other Shell-fish, 2-ton lots and over. Half rate. Owner's risk	C
Oysters, in bottles, packed. Owner's risk	A
Oyster-shells, packed, for manufacture of manures or grit	E
Paints, packed. Owner's risk	B
Palings. Owner's risk. If imported, rate and a half	K
Paper, waste. Owner's risk	N
Paper Bags, not otherwise specified	A
Paper Bags, New Zealand manufacture	D
Paper bags, New Zealand manufacture, consigned direct from paper-mills. Minimum quantity, 10 cwt. per consignment. Half rate	B
Paper, not otherwise specified, packed	B
Paper, New Zealand manufacture, packed	D
Paper, New Zealand manufacture, consigned direct from paper-mills. Minimum, 10 cwt. per consignment. Half rate	B
Paper, wall	A
Paper, parchment, for lining butter-boxes, packed	D
Papermaking Machinery. Owner's risk. <i>Special goods</i>	C
Parcels, left. Owner's risk. <i>Special goods</i> See Regulation 8, Part II	
Parcels, unspecified. Owner's risk. <i>Special goods</i> See Regulation 10, Part II	
Paroid	B
Paranips. Owner's risk	E
Patent Fencing, steel wire and lathwood. Owner's risk	D
Pearl Barley. Owner's risk. Rate and a half	E
Pease-meal, manufactured in New Zealand. Owner's risk	E
Peas, New Zealand produce, dried or parched, whole or crushed. Owner's risk	E
Peas, green, in pods, grown in New Zealand	As Vegetables
Peas, imported	B
Pea-meal, imported, for manufacture of stock foods. Owner's risk	D
Peas, split, packed. Rate and a half	E
Peat. Owner's risk	Q
Pebbles, imported for mining purposes	N
Pegs, surveyor's	D
Pelts, green or limed, in bags or casks. Owner's risk	D
Pelts, limed, loose; minimum quantity, 2 tons, owners to load and unload. Owner's risk	D
Pepper, packed	A
Perambulators accompanying passengers. Owner's risk See Regulation 3, Part II	
Perambulators in parts, packed in cases, crates, or boxes. Owner's risk	A
Perambulators, loose. Owner's risk See Regulation 10, Part II	
Perambulators, packed, not otherwise specified. Owner's risk. Rate and a half	A
Perambulator-wheels. Owner's risk As Parcels, see Regulation 10, Part II	
Perfumery. Owner's risk. <i>Special goods</i>	A
Petrol	As Benzine
Petroleum, crude, not otherwise specified. Owner's risk. <i>Dangerous</i>	B
Petroleum, New Zealand product, crude; minimum quantity, 2 tons. Owner's risk	D
Petroleum, New Zealand product, crude; minimum quantity, 4 tons. Owner's risk. Half rate	B
Pewter, scrap. Owner's risk. Half rate	C
Phosphate, ground, New Zealand product. Owner's risk	Q
Phosphate Rock. Owner's risk	Q
Phosphate Rock, imported, ground	E
Phosphorized Grain packed in double bags with "Poisoned Grain" printed thereon in 3-inch letters. Double rate. <i>Dangerous</i>	A
Phosphorized Grain, in tins or drums, hermetically sealed, consigned for destruction of rabbits or birds	D
Phosphorus, not otherwise specified. Double rate. <i>Dangerous</i>	A

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	Class.
Phosphorus, for <i>bona fide</i> use as a rabbit exterminator. <i>Dangerous</i> ..	D
Pianos, packed. Owner's risk. <i>Special goods</i> ..	A
Pianos, unpacked. Rate and a half. Owner's risk. <i>Special goods</i> ..	A
Pickles, packed. Owner's risk ..	A
Picks ..	B
Pictures, loose. Double rate. Owner's risk. <i>Special goods</i> ..	A
Pictures, packed. Rate and a half. Owner's risk. <i>Special goods</i> ..	A
Picture-films, in metal containers. Owner's risk. <i>Special goods</i> ..	A
<i>Dangerous</i> ..	A
Picture-frames. Rate and a half. Owner's risk ..	A
Pigs. Owner's risk. <i>Special goods</i> . The charge at this rate will be reduced by 7½ per cent. ..	M
Pig-meal, manufactured in New Zealand. Owner's risk ..	E
Pigeons, homing. Owner's risk .. See Regulation 20, Part II	Part II
Pigeons, living, in crates or cases. Owner's risk ..	C
Pigeon-traps. Owner's risk ..	B
Pile-boards, used in connection with smelting scrap iron ..	F
Pile-shoes ..	D
Piles, wooden. If imported, rate and a half. Owner's risk ..	K
Piles, stone, rough. Owner's risk ..	Q
Piles, reinforced-concrete, New Zealand manufacture. Owner's risk ..	N
Piles, iron, cast or wrought. Owner's risk. <i>Special goods</i> ..	D
Pipeclay, packed ..	D
Pipes, steel or galvanized iron, water or gas, not otherwise specified. Owner's risk. <i>Special goods</i> ..	C
Pipes, smoking. Owner's risk ..	A
Pipes, steel, spiral, or lock-bar, New Zealand manufacture. Minimum quantity per double bogie wagon, 5 tons. Any less quantity will be charged at such minimum or at Class B] ..	D
Pipes, water or gas, New Zealand manufacture, not otherwise specified. Owner's risk. <i>Special goods</i> ..	D
Pipes, drain, concrete or earthenware. Owner's risk ..	N
Pipes, unglazed earthenware, flangeless, drain (field pipes). Owner's risk ..	Q
Pipes, copper or brass, not otherwise specified ..	B
Pipes, iron, wrought or cast for gas or water ..	D
Pipes and Fluming, iron or steel, for mining or irrigation purposes; minimum quantity 2 tons per four-wheeled truck, 5 tons per bogie truck. Class D. Any less quantity will be charged at such minimum, or at the classified rates for Class B. Owner's risk. <i>Special goods</i> .	
Pipes, wooden; minimum quantity, 2 tons per four-wheeled truck, 5 tons per bogie truck. Class C. Any less quantity will be charged as such minimum or at the classified rates for Class B. Owner's risk. <i>Special goods</i> .	
Pitch, not otherwise specified ..	D
Pitoh, mineral, consigned to local bodies for their exclusive use in connection with the construction or maintenance of roads. Minimum quantity, 5 tons. Half rate ..	B
Plants, packed. Owner's risk ..	C
Plaster, not otherwise specified. Owner's risk ..	D
Plaster, fibrous, not otherwise specified, New Zealand manufacture, packed in cases or crates. Owner's risk. <i>Special goods</i> ..	A
(If fibrous plaster, ornamental or plain, or quantities of both are forwarded loose, the minimum will be 1 ton per four-wheeled truck, loading and unloading and packing in wagons to be performed by owners. If handled by the Department, rate and a half will be charged.)	
Plaster, fibrous, in plain slabs, New Zealand manufacture, packed in cases or crates. Owner's risk. <i>Special goods</i> ..	C
Plaster-of-paris, packed ..	C
Plaster-of-paris Ornaments, loose. Double rate. Owner's risk ..	A
Plaster-of-paris Ornaments, packed. Rate and a half. Owner's risk ..	A
Plate, gold and silver. Owner's risk. <i>Special goods</i> See Regulation 11, Part II	Part II
Plate-glass, packed. Owner's risk. <i>Special goods</i> . (If conveyed in a special wagon, minimum 2 tons.) ..	A
Plated Goods. Rate and a half. Owner's risk. <i>Special goods</i> ..	A
Ploughs ..	B
Plough-shares ..	B
Plough-wheels ..	C
Poles, hop. Owner's risk ..	Q
Poles, reinforced-concrete, New Zealand manufacture. Owner's risk ..	N
Poles, steel or iron, whole or in sections. Owner's risk ..	D
Pollard ..	E
Pollard, phosphorized, in tins or drums hermetically sealed, consigned for destruction of rabbits ..	D
Porter ..	As Beer
Posts, lamp, iron, loose. Owner's risk ..	B
Posts, fencing, concrete, New Zealand manufacture. Owner's risk ..	N
Posts, verandah, iron, loose. Owner's risk. <i>Special goods</i> ..	B
Posts, rails, stakes, battens, or droppers, fencing. (If imported, rate and a half.) Owner's risk ..	Q
Potash ..	B
Potash, chlorate of. Owner's risk. (Not to be loaded in same truck as oil of myrbane) ..	A
Potash, sulphate or muriate of. Owner's risk ..	E
Potatoes. Owner's risk ..	E
Potatoes, desiccated ..	B

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	Class.
Pots, household. Owner's risk. <i>Special goods</i>	A
Poultry, living, in crates or cases. Owner's risk	C
Poultry, dead. Owner's risk	C
Poultry food or meal, not otherwise specified. Owner's risk	D
Poultry food or meal, manufactured in New Zealand. Owner's risk	E
Powder, baking.	A
Powder, bleaching or washing	B
Powder, blasting. Double rate. Owner's risk. <i>Dangerous</i>	A
Precious Stones. Owner's risk. <i>Special goods</i>	As Jewellery
Preserved meats. Owner's risk	C
Preserves, packed, not otherwise specified. Owner's risk	A
Pressed Tankage for fertilizer	N
Presses, copying. If loose, owner's risk	B
Printing Ink and Type. Owner's risk	B
Printing metal for remelting	D
Props, clothes, dressed timber. Owner's risk	D
Props, clothes, undressed timber	F
Props, mining. Owner's risk	F
Pudrolithe. Double rate. Owner's risk. <i>Dangerous</i>	A
Pulleys. Owner's risk. <i>Special goods</i>	B
Pumice Building-blocks. Owner's risk	P
Pumice-stone, not otherwise specified. Owner's risk	Q
Pumice-stone, packed, and consigned for export (including use of rail-way taupaulins). Owner's risk	Q
Pumpkins. Owner's risk	E
Pumps. Owner's risk	B
Punts	As Boats
Puppies, in crates or baskets. Owner's risk. <i>Special goods</i>	See Regulation 17, Part II
Putty, packed	B
Pyridine. Owner's risk. <i>Dangerous</i> . Rate and a half	A
Pyrites. Owner's risk	Q
Quaker oats, Quaker rice, Quaker wheat. Owner's risk	C
Quartz and Quartz Tailings. Owner's risk	Q
Quicksilver	A
Rabbit-skins. Owner's risk. <i>Special goods</i>	A
Rabbits, dead. Owner's risk. (See also Regulation 22, Part II, and Regulation 16, Part III)	C
Rabbits, living, in crates or cases. Owner's risk	See Regulation 18, Part II
Rabbit-traps, packed	C
Rackarock. Double rate. Owner's risk. <i>Dangerous</i>	A
Racks, sheep. Owner's risk	C
Radiators, cast-iron, steam, hot water or hot air, set up or in sections. Owner's risk. <i>Special goods</i>	A
Radiators, motor. Owner's risk. <i>Special goods</i>	A
Rafts,	As Boats
Rags, in bales or bundles. Owner's risk	N
Railings, iron. Owner's risk. If cast, <i>Special goods</i>	B
Rails, fencing. (If of imported timber, rate and a half.) Owner's risk	Q
Rails, iron and steel, and fastenings for same, old or new, not otherwise specified. Owner's risk	N
Rails, iron, old, for scrap	Q
Raisins, packed	A
Ranges, loose. Owner's risk. <i>Special goods</i>	A
Ranges, packed. Owner's risk	A
Rape-seed. Rate and a half	E
Rattans	C
Raupo, in bundles	D
Reapers-and-binders, set up, minimum charge as for 1 ton. Owner's risk. <i>Special goods</i>	B
Reapers-and-binders, packed. Owner's risk. <i>Special goods</i>	C
Refrigerating Machinery. Owner's risk. <i>Special goods</i>	C
Resin	D
Restar, not otherwise specified	D
Restar, New Zealand manufacture, minimum quantity 5 tons, consigned to local bodies for their exclusive use in connection with the construction or maintenance of roads	N
Retorts, clay, not otherwise specified. Owner's risk	B
Retorts, clay, New Zealand manufacture. Owner's risk	D
Retorts, iron. Owner's risk	C
Rice	B
Rice-flour	C
Rice meal or rice pollard for stock-feeding	D
Ridging, metal. If loose, owner's risk	A
Riding-galleries. Owner's risk. <i>Special goods</i>	B
Rims for wheels (cart, dray, wagon, or carriage), manufactured	C
Rims for wheels (cart, dray, wagon, or carriage), unmanufactured	D
Rims for wheels (motor-bicycle, motor-car, or motor-lorry), packed. If loose, owner's risk	A
Rivets, iron, packed	C
Road-metal not otherwise specified	Q
Road-metal for local bodies. (See Regulation 14, Part III)	Q
Roburite. Double rate. Owner's risk. <i>Dangerous</i>	A

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—*continued.*

	Class.
Rock-salt	E
Roofing-slates, asbestos or slate. Owner's risk	N
Roofing-sheets, asbestos or asbestolite, corrugated. Owner's risk	D
Roofing-material. Bituminous Compounds. Owner's risk	B
Root, chicory	E
Roots, garden	D
Rope, hemp or wire. Owner's risk	C
Rope, old	N
Rubber, second-hand or waste	D
Ruberoid	B
Ruddle, packed	B
Rugs, woollen, packed. Owner's risk. <i>Special goods</i>	A
Runners, pig and sheep, cleaned, but not prepared as casings, in casks, crates, or cases	D
Rye	E
Rye-meal, manufactured in New Zealand. Owner's risk	E
Sackett plaster board, packed. Owner's risk	D
Sacking, old, for papermaking	N
Sacks, hessian, jute, or twill, loose	A
Sacks, hessian, jute, or twill, in bags, bundles, or bales	E
Saddlery, packed. Owner's risk. <i>Special goods</i>	B
Saddlery, loose. Owner's risk. <i>Special goods</i>	C
Safes, benzine, storage, concrete. Owner's risk	A
Safes, bread, meat, or milk. Owner's risk	A
Safes, iron	B
Sage and Thyme	As Vegetables
Sago	B
Sails, ships'	B
Salmon Ova and Fry, for acclimatization societies	Free
Salt, common, not otherwise specified, in bags. Rate and a half	E
Salt, table, in tins, bottles, or cartons	D
Salt, manure, or for agricultural or pastoral purposes. Owner's risk	E
Salt-pans, earthenware, New Zealand manufacture. Owner's risk	N
Samples for commercial travellers. Owner's risk. <i>Special goods.</i> (See also Regulation 4, Part II)	B
Saltpetre, packed. Owner's risk	C
Sand	Q
Sashes, window, glazed, not otherwise specified. Owner's risk. <i>Special goods</i>	A
Sashes, window, glazed, packed. Owner's risk	C
Sashweights, loose. Owner's risk	B
Sashweights, packed or in sacks or sacking	C
Sauces. Owner's risk	A
Sausage-meal, containing rice, not otherwise specified	D
Sausage-meal, manufactured in New Zealand from New Zealand products	E
Savelothia	As Sausage-meal
Sausage-skins, packed	A
Saw-benches. Owner's risk	A
Sawdust, in bags	F
Saws, loose. Owner's risk. <i>Special goods</i>	As Parcels, see Regulation 10, Part II
Saws, packed. Owner's risk. <i>Special goods</i>	A
Scales and Scale-beams. Owner's risk. <i>Special goods</i>	A
Scenery, theatrical. Owner's risk	See Regulation 5, Part II
Scheelite. Owner's risk	N
Scoria	Q
Screwjacks	B
Screws, packed	B
Scrim, packed	A
Scythe-blades, in bundles	A
Scythes, packed. If loose, owner's risk	A
Seals, Stoppers, and Washers for jars for preserved meats, &c.	C
Seats, church and school, unpacked. Owner's risk. Rate and a quarter	A
Seats, garden. Owner's risk. If cast, <i>special goods</i>	B
Sea-grass, in bales	C
Seaweed, edible, packed. Owner's risk	D
Seaweed, n bulk. Owner's risk	Q
Seed, bird	B
Seedlings, plants in boxes	C
Seeds, for crushing for oil. Owner's risk	E
Seeds, garden, and agricultural, not otherwise specified	B
Seeds, turnip, clover, cow-grass, lucerne, chou moellier, mangold, and kale	D
Seeds, grass. Rate and a half	E
Seeds, blue lupin, for fertilization purposes	E
Seed, rape	As Grass-seed
Seeds, returning from seed-cleaning establishments	See Regulation 17, Part II
Semolina, packed. Owner's risk	E
Separators, packed. Owner's risk. <i>Special goods</i>	B
Shafts and wheels (dray, express, or wagon)	B
Shafts and wheels, carriage or gig. Owner's risk	A
Shags' Heads, consigned from country stations to acclimatization societies	Free
Shale, not otherwise specified. Owner's risk	N
Shale, New Zealand produce. Owner's risk	Q
Shale Oil, New Zealand manufacture. Not otherwise specified. Owner's risk	D

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—*continued.*

	Class.
Shale Oil, New Zealand manufacture. Minimum quantity, 4 tons.	
Owner's risk. Half rate	B
Shale Oil. Minimum quantity, 2 tons. Imported. Owner's risk ..	D
Sharps, packed	E
Shavings, not otherwise specified, packed	C
Shavings, leather, for manufacture of manure	E
Sheep. Owner's risk. <i>Special goods</i>	M
Sheep-daggins. Rate and a half	E
Sheep-dip, not otherwise specified, packed. Owner's risk	B
Sheep-dip, New Zealand manufacture. Owner's risk	D
Sheep-feeding Boxes, minimum charge as for 10 cwt. each consignment.	
Owner's risk	C
Sheep Medicines, not otherwise specified, New Zealand manufacture ..	D
Sheep-racks. Owner's risk	C
Sheep-runners, cleaned, but not prepared as casings, in casks, crates, or cases	D
Sheep-skins, green, salted, or dried, in bundles. Owner's risk	B
Sheep-skins, green, salted, or dried, loose. Owners to load and unload. (If loaded or unloaded by Department, rate and a quarter.) Owner's risk	B
Sheep-skins, dried or salted, in bales. Owner's risk	H
Sheeting, bitumen (roofing-material packed in rolls or crates). Owner's risk	B
Sheeting, in bales, for manufacture of flour-bags	D
Sheeting, in bales, for fellmongeries, or consigned to or to be used by frozen-meat companies, for manufacture of coverings for frozen meat	D
Sheets, asbestos or asbestolite, building (plain) or roofing (corrugated), packed. Owner's risk	D
Shellac-gum, packed	B
Shells, not otherwise specified, loose or packed in bags. Owner's risk ..	E
Shells, ornamental	A
Shingle, not otherwise specified	Q
Shingle, tarred	N
Shingles (timber). Owner's risk	K
Shooks, packed in bundles, not otherwise specified	D
Shooks, for manufacture of fruit-cases	See Regulation 24, Part III
Shooting-galleries. Owner's risk. <i>Special goods</i>	B
Shop-fittings or Counters, packed. If loose, owner's risk	A
Shot, packed	B
Shovels	B
Show-cases, glass. Owner's risk. <i>Special goods</i> . Minimum, 1 ton per consignment	A
Shreddo (refined suet). Owner's risk	C
Shrubs, in packages. Owner's risk	C
Shrubs, cut for decorating purposes. Owner's risk	D
Sieves. Owner's risk	A
Signboards	A
Silk and Silk Goods. Owner's risk. <i>Special goods</i>	A
Silver Coin. Owner's risk. <i>Special goods</i>	See Regulation 11, Part II
Silver, manufactured or unmanufactured. Owner's risk. <i>Special goods</i>	See Regulation 11, Part II
Skewers, New Zealand manufacture. Owner's risk	C
Skim-milk powder, New Zealand manufacture. Owner's risk. Rate and a half	E
Skins, opossum, in bags or bales. Owner's risk. <i>Special goods</i>	A
Skylight-frames, iron. Owner's risk	C
Slag-wool	N
Slate Slabs for furniture and house-fitting. Owner's risk. <i>Special goods</i> ..	A
Slate Slabs for tanks and slate ridging. Owner's risk	B
Slates, asbestos, roofing. Owner's risk	N
Slates, roofing. Owner's risk	N
Slates, school, packed. Owner's risk	A
Sleepers, railway and tramway, New Zealand timber. Owner's risk ..	Q
Sleepers, railway and tramway, imported. Rate and a half. Owner's risk ..	Q
Soap, fancy	A
Soap-extract, New Zealand manufacture, packed	B
Soap, not otherwise specified, in cases or casks	C
Soap, packed, New Zealand manufacture, consigned to ship for export beyond the Dominion	D
Soap-boxes, in pieces, consigned to soap-factories, packed, not "returned empties." (Class K if cheaper.) Half rate	B
Soda, not otherwise specified, packed	C
Soda-ash, Bleach, packed, consigned to paper-mills. Owner's risk	D
Soda, bicarbonate of, not otherwise specified, packed	A
Soda, bicarbonate of, in lots of not less than 1 ton, consigned direct to butter-factories, packed. Owner's risk	B
Soda, caustic, not otherwise specified, packed. Owner's risk	C
Soda, caustic, packed, minimum quantity, 2 tons. Owner's risk	D
Soda Crystals, packed	E
Soda, nitrate of. Owner's risk	D
Soda, silicate of, packed	D
Soot, in bags, as manure	E
Soltar, not otherwise specified	D
Soltar, New Zealand manufacture, minimum quantity 5 tons, consigned to local bodies for their exclusive use in connection with the construction or maintenance of roads	N
Sorrel-seed, for use in the manufacture of stock and poultry foods	E

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	Class.
Soy, in casks. Owner's risk	C
Spades	B
Spices, packed	A
Spirits, in cases, jars, or bulk. Owner's risk. <i>Special goods</i>	A
Sponge, packed. Double rate	A
Spokes, manufactured	C
Spokes, unmanufactured	D
Spouting, metal. Owner's risk. If cast-iron, <i>special goods</i>	A
Springs	B
Stags' Heads, mounted or unmounted. Owner's risk. See Regulation 10, Part II	Part II
Stakes, fencing, hewn or sawn, not otherwise specified. Rate and a half	Q
Stakes, fencing, hewn or sawn (New Zealand timber)	Q
Stamps. Owner's risk. <i>Special goods</i> See Regulation 11, Part II	Part II
Standards, iron, for fencing, in bundles	D
Standards, iron, for fencing, loose	C
Staples, packed	C
Starch	A
Stationery, not otherwise specified. Owner's risk. <i>Special goods</i>	A
Stationery, New Zealand manufacture. Consigned direct from factory. Owner's risk. <i>Special goods</i>	B
Staves	D
Steel, angle, bar, hoop, sheet, or plate, manufactured	C
Steel, angle, bar, hoop, sheet, or plate, unmanufactured	D
Steel Crete, packed, flooring-material	C
Steel, pig. Owner's risk	N
Steel Rails and Fastenings. Owner's risk	N
Stereotype Casts, consigned by or to newspaper-proprietors See Regulation 14, Part II	Part II
Stock-lick	D
Stock-medicines, New Zealand manufacture	D
Stone-crushers. Owner's risk. <i>Special goods</i>	C
Stone, not otherwise specified, carved, for building purposes. Owner's risk	C
Stone, not otherwise specified, kerb or dressed. Owner's risk	N
Stone, piles, rough. Owner's risk	Q
Stone, pumice, not otherwise specified. Owner's risk	Q
Stone, pumice, packed. Consigned for export (including use of railway tarpaulins). Owner's risk	Q
Stone, rough. Owner's risk	Q
Stones, scythe, packed	B
Stonewood, packed, flooring-material	C
Stout	As Beer
Stoves and Stovepipes. Owner's risk. <i>Special goods</i>	A
Strainers, iron, for fencing	D
Straw, pressed or unpressed. Owner's risk. (Loose straw will not be accepted for carriage)	F
Straw, flax. Owner's risk. (Loose flaxstraw will not be accepted for carriage)	F
Strawboard, packed	D
Stretchers, wire, loose. Rate and a half	A
Stretchers, wire, packed	A
Strychnine, for use as rabbit-exterminator	D
Sucrosine, not otherwise specified. Owner's risk	D
Sucrosine, New Zealand manufacture. Owner's risk	E
Sugar, loaf. Owner's risk	A
Sugar, packed, not otherwise specified	C
Sugar-of-milk, New Zealand manufacture	B
Sulkies, to seat one person, with wheels removed. Double rate. Owner's risk. <i>Special goods</i> . (If wheels are not removed, to be charged as carriages, as per Regulation 16, Part II)	A
Sulkies, in pieces, packed. Rate and a quarter. Owner's risk. <i>Special goods</i> . (Or as carriages and gigs if cheaper; if set up, charge as a carriage, as per Regulation 16, Part II)	A
Sulphate of Alumina, consigned to local bodies for water-purification purposes. Rate and a half	E
Sulphate of Ammonia, for manufacture of manure. Owner's risk	E
Sulphate of Potash. Owner's risk	E
Sulphide of Sodium, packed. Owner's risk	C
Sulphur, not otherwise specified, packed. Owner's risk	C
Sulphur, for the manufacture of acid or manure. Owner's risk	Q
Sulphur, not otherwise specified, loose. Owner's risk	D
Sumach	C
Sundries, packed. Owner's risk. <i>Special goods</i>	A
Supplejacks, for basketmaking. Owner's risk	N
Surrounds (tiled slabs and grates for fireplaces). Owner's risk	C
Surveyors' Pegs and Trig. Pipes	D
Swingletrees	B
Tables, billiard or bagatelle, packed. Owner's risk. <i>Special goods</i>	A
Tables, billiard or bagatelle, loose. Double rate. Owner's risk. <i>Special goods</i>	A
Table-rails, in bundles	A
Table Tops and Trestles when used as marquee fittings	B
Tacks, packed	B
Tags for frozen meat	D
Tailings, quartz. Owner's risk	Q

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	Class.
Taipo. Double rate. Owner's risk. <i>Dangerous</i>	A
Tallow	C
Tankage pressed for fertilizer	N
Tanks, containing gas-water. Owner's risk	D
Tanks, containing water	C
Tanks, iron or galvanized corrugated iron. Up to 400 gallons capacity to be charged as 7 cwt., and each additional 100 gallons to be counted as 1 cwt. Owner's risk. <i>Special goods</i>	C
Tanks, water, concrete, empty. Owner's risk. <i>Special goods</i>	D
Tanks, wooden. Owner's risk. <i>Special goods</i>	B
Tan-pit Refuse	Q
Tapioca	B
Tares	E
Tar, not otherwise specified	D
Tar produced in New Zealand (minimum quantity, 5 tons), consigned to local bodies for their exclusive use in connection with the construction or maintenance of roads	N
Tar produced in New Zealand. Minimum quantity, 4 tons. Half rate.. .. .	B
Tar-oil produced in New Zealand. Minimum quantity, 2 tons	D
Tarpaulins	B
Tarred Shingle	N
Tar-sprayers. Owner's risk	C
Tar, spirits of. Owner's risk	A
Tarvia, not otherwise specified	D
Tarvia, consigned to local bodies for their exclusive use in connection with the construction and maintenance of roads. Minimum quantity, 5 tons. Half rate	B
Tea. Owner's risk	B
Tents, tent-poles, and fittings, in bundles	B
Theatrical Companies' Luggage, by goods-trains. Owner's risk. <i>Special goods</i>	See Regulation 5, Part II
Theatrical Scenery. Owner's risk. <i>Special goods</i>	See Regulation 5, Part II
Thorley's Foods (for cattle and poultry feeding)	D
Tile surrounds. Owner's risk	C
Tiles, concrete. Owner's risk	P
Tiles, earthenware, imported. Owner's risk	N
Tiles, earthenware, New Zealand. Owner's risk	Q
Tiles, encaustic. Owner's risk	C
Tiles, marble, packed. Owner's risk. <i>Special goods</i>	B
Tiles, plain, flooring	D
Timber, hewn, sawn, or rough slab, New Zealand, in lengths not exceeding 6 ft. for <i>bona fide</i> fencing purposes	Q
Timber, imported. Rate and a half. Owner's risk	K
Timber, New Zealand. Owner's risk	K
Timber, three-ply, manufactured from New Zealand timber. Owner's risk. Half rate	B
Timber, three-ply, not otherwise specified. Owner's risk	B
Tin, ingot and bar	C
Tin Plates and Gold Grating	B
Tin Plates, consigned to meat, fish-preserving, milk-condensing, dried-milk, or fruit-canning factories, packed.. .. .	D
Tin, scrap. Owner's risk. Half rate	C
Tinware, packed. If loose, owner's risk	A
Title-deeds. Owner's risk. <i>Special goods</i>	See Regulation 11, Part II
Tobacco-leaf, in bags. Owner's risk	E
Tobacco-dust, for use as a blight-destroyer. Owner's risk	D
Tobacco, smoking. Owner's risk. <i>Special goods</i>	A
Tools, artisans, loose	A
Tools, artisans, packed	B
Tools, garden (hoes, rakes, &c.)	B
Tow, not otherwise specified, dressed, pressed. If unpressed, rate and a half. (Loose tow will not be accepted for carriage). <i>Special goods</i> . Owner's risk	D
Tow, New Zealand produce, dressed, pressed. If unpressed, Class D. (Loose tow will not be accepted for carriage.) <i>Special goods</i> . Owner's risk. Rate and a half	E
Toys, loose. Rate and a half. Owner's risk. <i>Special goods</i>	A
Toys, packed, not otherwise specified. Rate and a quarter. Owner's risk. <i>Special goods</i>	A
Toys, packed, New Zealand manufacture. Owner's risk. <i>Special goods</i>	A
Tractors, motor. Owner's risk. <i>Special goods</i>	B
Trailers or side-cars, cycle. Owner's risk	See Regulation 10, Part II
Tram-cars	A
Transformers, electrical. Owner's risk. <i>Special goods</i>	B
Traps, cesspit and yard. Owner's risk	N
Treacle, in bottles. Owner's risk	A
Treacle, in casks or tins	C
Trees, in packages. Owner's risk	C
Tricycles accompanying passengers. Owner's risk. <i>Special goods</i>	See Regulation 9, Part II
Tricycles, except as otherwise provided as bicycles. Owner's risk. <i>Special goods</i>	See Regulation 10, Part II
Tricycle Wheels or Frames, packed. Owner's risk. <i>Special goods</i>	A
Trimnings, upholsterers'	A
Trimnings, coach	A
Trolleys, bush, under 2 tons	B

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	Class.
Trolleys, bush, 2 tons and over. Owners to load and unload	D
Troughing, metal. Owner's risk	A
Troughs, drinking, concrete. Owner's risk. <i>Special goods</i>	D
Trout Ova and Fry, for acclimatization societies	Free
Trunks, empty, not "returned empties"	A
Tubing, copper or brass	B
Tubs, tin or other metal, or wooden. Owner's risk	A
Tubs, washing, concrete. Owner's risk	D
Turf	Q
Turnips. Owner's risk	Q
Turntables, engine. Owner's risk	C
Turpentine. Owner's risk	A
Tussock or marram grass. Owner's risk	F
Twine, not otherwise specified	B
Twine, binder	D
Type, metal for remelting	D
Type, not otherwise specified. Owner's risk	B
Type set for reproducing purposes consigned by or to newspaper-proprietors	<i>See Regulation 14, Part II</i>
Typewriters, packed in cases or crates. Owner's risk. <i>Special goods</i> ..	A
Typewriters, loose. Owner's risk. <i>Special goods</i>	<i>See Regulation 10, Part II</i>
Tyres, motor-vehicle. Owner's risk	A
Universal Finish	As Cement, not otherwise specified
Umbrellas, in cases. If in bundles, owner's risk	A
Valonia, packed. Owner's risk	D
Varnish. Owner's risk	A
Vats, wooden, not otherwise specified. Owner's risk. <i>Special goods</i> ..	B
Vats, cream, freezing. Owner's risk. <i>Special goods</i>	C
Vats, cheese, dried milk, and casein. Owner's risk. <i>Special goods</i> ..	A
Vegetables, fresh, grown in New Zealand, Cook Islands, or Niue, not otherwise specified, packed. Rate and a half. (<i>See also Regulation 21, Part II, and Regulation 15, Part III</i>)	E
Vegetable Refuse, in bags	Q
Vegetable-marrows. Owner's risk	E
Vells, raw material used in the manufacture of rennet, consigned to rennet-making factories	C
Velocipedes	As Tricycles
Vener boxes, collapsed and tied in bundles	D
Veners, packed in cases, crates, or bundles, not otherwise specified. Owner's risk	B
Veners, manufactured from New Zealand timber, packed in cases, crates, or in bundles. Owner's risk. Half-rate	B
Venetian Red, packed, consigned to paper mills. Owner's risk	D
Venison. Owner's risk	C
Ventilating-bricks, New Zealand manufacture	Q
Ventilators, not otherwise specified	A
Vestas, packed. Owner's risk. <i>Dangerous</i>	A
Vices	B
Vinegar, in casks	C
Vinegar, in cases or jars. Owner's risk	B
Wagons, either set up or in pieces. <i>Special goods</i>	<i>See Regulation 21, Part III</i>
Wagons, empty, railway	<i>See Regulation 29, Part III</i>
Wagons, express, either set up or in pieces, unpacked	<i>See Regulation 21, Part III</i>
Wagons, express, either set up or in pieces, packed. Minimum, 1 ton per four-wheeled truck	C
Wall-board, such as Beaver-board, Fiberlic, Cornell, Upson, Triumph Plaster, used for inside lining of buildings. Owner's risk	D
Washboards, New Zealand manufacture. Owner's risk	C
Washers, iron and lead	C
Washing-powders. Owner's risk	B
Washing-tubs, concrete. Owner's risk. <i>Special goods</i>	D
Waste, cotton, not otherwise specified	B
Waste, cotton, and other fibrous materials for papermaking. Owner's risk	N
Watches, packed. Owner's risk. <i>Special goods</i>	As Jewellery
Water, in tanks	C
Water, gas, in tanks or casks. Owner's risk	D
Water, gas, in 5-ton lots. Owner's risk	N
Waters, aerated or mineral, packed. Owner's risk	B
Weed-killer, New Zealand manufacture, consigned direct from makers' factories. Owner's risk	D
Weights for testing weighbridges	C
Wheat. Owner's risk	E
Wheatmeal, packed. Owner's risk	E
Wheat-protector, as Blight Specific. Owner's risk	D
Wheels, iron, cast or wrought. If cast, owner's risk. <i>Special goods</i> ..	C
Wheels, motor-lorry	B
Wheels, plough	C
Wheelbarrows	C

GOODS, LIVE-STOCK, PARCELS, AND LUGGAGE.

CLASSIFICATION—continued.

	Class.
Wheels or Shafts, carriage or gig. Owner's risk	A
Wheels or Shafts, dray, express, or wagon	B
Whey-powder, packed. Owner's risk	D
Whips	A
Whiting, not otherwise specified	C
Whiting, New Zealand produce. Owner's risk	N
Wickerware	As Basketware
Willows, green	N
Willows, in bundles, not otherwise specified	D
Winches, crab	C
Window-frames	C
Window-sashes, glazed, not otherwise specified. Owner's risk. <i>Special goods</i>	<i>Special</i>
Window-sashes, glazed, packed. Owner's risk	A
Wine Butts, Pipes, or Vats, empty	A
Wine, New Zealand manufacture, in cases or jars. Owner's risk	B
Wine, New Zealand manufacture, in bulk	C
Wine, not otherwise specified, in cases or jars. Owner's risk	A
Wine, not otherwise specified, in bulk	A
Wire, iron, plain or galvanized, fencing, in bundles	D
Wire, iron, barbed	C
Wire, binding	C
Wire, not otherwise specified	C
Wire Netting. Owner's risk	D
Wire Stretchers, packed	A
Wire Stretchers, loose. Rate and a half	A
Wires, packed, for stretching and drying rabbit-skins	D
Wood-dust (used in the manufacture of stonewood flooring)	C
Wood-wool, packed in sacks or bales. Owner's risk	C
Wood Patterns for Castings. Owner's risk	A
Wooden Tanks. Owner's risk. <i>Special goods</i>	B
Woodenware, buckets, tubs, not otherwise specified. Owner's risk	A
Wool Clippings from clothing-factories. Owner's risk	C
Wool, in bales. Owner's risk. <i>Special goods</i>	H
Wool, in bags or fadges. Owner's risk. <i>Special goods</i>	A
Wool-refuse (consigned from freezing-works)	N
Woollen Goods, packed. Owner's risk. <i>Special goods</i>	A
Woolpacks, in bales and bundles	D
Wrappers, butter and cheese, packed	D
Wringers	B
Wyandotte Cleanser, packed	B
Yeast, compressed. Owner's risk	A
Yeast, in casks. Owner's risk	A
Zinc, packed	B
Zinc, perforated. Owner's risk	A
Zinc or Tin Spouting or Ridging. Owner's risk	A
Zinc, scrap. Owner's risk. Half rate	C
Zinc, white, in oil	D
Zinox	D
Zome Soles, packed	B

PART VI.—WHARVES.

The following rates and charges will be made on goods for shipment or ex ship and for the other purposes specified, at the places named, in addition to the other rates and charges made under the preceding parts, where not otherwise provided in Parts III and IV:—

GENERAL.

Ships working Overtime.

1. The working-hours of the Department are from 8 a.m. to 5 p.m. from Monday till Friday, and from 8 a.m. till noon on Saturdays, holidays excepted. Ships discharging or taking in cargo at any other time will be charged for extra labour at the full rates ruling at the port less 9d. per hour, which latter amount will be paid by the Department. Such rates shall be paid by the ship for each employee engaged by the Department at shunting, tallying, supervising, or in any way upon or in connection with the working of the ship.

2. Where request is made for labour to be provided at a certain time, but owing to rain or other cause work does not start at the time arranged, or when work has been stopped by rain or other cause and the men stand by at the request of the ship's owner or agent, the full time the men are standing by will be payable by the ship's owner or agent: Provided that when by any award prescribing the conditions of work of waterside workers it is provided that if workers are "ordered down" they shall be paid as for a minimum period of time, such period of time (computed as from the due time of commencement of the work) shall not be time for which payment shall be made in pursuance of the provisions of this paragraph when work is not commenced owing to weather conditions.

3. In the case of vessels loading or discharging cargo on a day in respect of which special rates are payable to the employees of the Department, owners or agents must pay such rates in full for all men engaged in connection with the working of the vessel, and an undertaking must in every case be given before the work is commenced that the payment will be made.

4. No vessel shall discharge or take in live-stock at any railway wharf on Sundays except in cases of extreme urgency, and the captain or agent of the vessel shall give the Stationmaster at the port at least two hours' notice in writing of the intention to load or discharge the stock, and must, before the loading or discharging is commenced, obtain the written consent of the Stationmaster thereto.

TRANSHIPMENTS.

5. *Bona fide* transhipments from one vessel to another which pass over a railway wharf will be charged ordinary wharfage rates when received ex ship, and will be exempt from wharfage charge when being reshipped.

6. Except as otherwise provided, goods which are transhipped from one vessel to another lying at a railway wharf but which do not pass over the wharf will be charged half wharfage rates.

(For haulage, handling, and storage charges on transhipments see Regulation 32, Part III.)

DARGAVILLE WHARF.

Rates.

The following rates will be charged on goods passing over the wharf:—

Goods and live-stock conveyed between the wharf and stations inland by rail	s. d.
.. .. .	Free
On all goods not otherwise specified (by weight or measurement, as the Department may direct), per ton	2 10
Cattle and horses, per head	3 6
Sheep, pigs, and goats, per head	0 4½
Timber, per 100 superficial feet	0 4½
Goods of Classes F, N, P, Q, or R, per ton	1 0
Minimum charge	0 8

The Department may require the owners of goods to find all labour for landing or shipping goods. On all goods not otherwise provided for, for which the Department finds labour, 1s 5d. per ton will be charged for landing or shipping. For unloading charges on timber shipped at Dargaville, see Local Rates (Part IV).

Charges for Use of Wharf.

For every vessel not over 20 tons gross register trading within the Kaipara Heads, lying at the wharf, per quarter, payable in advance	s. d.
.. .. .	21 0
For every vessel over 20 tons gross register trading within the Kaipara Heads, lying at the wharf, per quarter, payable in advance	42 0
For every vessel, not otherwise specified, lying at the wharf, per working-day or part thereof, per ton gross register up to 150 tons	0 0½
For each ton above 150 tons	0 0½
Minimum charge per day or part thereof	3 6

The working-hours are from 8 a.m. to 5 p.m. on week-days. No ship shall discharge or take in cargo at any other times without the authority of the Wharfinger upon written notice given by the ship's officer or agent.

The captain or agent of each vessel must supply the Wharfinger with a correct copy of the vessel's manifest prior to discharging any cargo.

WHANGAREI RAILWAY WHARVES.

Rates.

The following rates will be charged on goods passing over the wharves :—
 Goods and live-stock conveyed to or from the wharves by the railway (except goods shipped from or to Auckland)—Free.

On goods and live-stock loaded from or into ships, but not conveyed to or from the wharves by railway, and on goods conveyed by railway to or from the wharves and shipped to or from Auckland, the following rates shall be paid by the owners, masters, or agents of vessels :—

On all goods not otherwise specified, by weight or measurement, as the	s.	d.
Department may direct, per ton	..	3 6
Cattle and horses, per head	..	2 10
Sheep, pigs, and goats, per head	..	0 4½
Wool, per bale	..	0 4½
Timber, per 100 superficial feet	..	0 4½
Goods of Classes F, N, P, Q, or R, per ton	..	1 0
Minimum charge	..	0 8

Water supplied to Shipping.

At Onerahi Wharf a charge of 6d. per 100 gallons will be made for water supplied to any vessel.

Labour.

The Department may require the owners of goods to find all labour for landing or shipping goods. On all goods not otherwise provided for, for which the Department finds labour, 1s. 5d. per ton will be charged, weight or measurement, at the option of the Department.

Exceptional cargoes (as may be determined by the Department) will be charged by special agreement.

For unloading charges on timber shipped at Kioreroa or Opuha wharves see Local Rates (Part IV).

Charges for Use of Wharves.

On every vessel lying at the wharves, per working-day or part thereof, per	s.	d.
ton gross register up to 150 tons	..	0 0½
For each ton above 150 tons	..	0 0½
Minimum charge per day	..	3 6
For passenger vessels trading only within the Whangarei Harbour using the		
railway wharves, per quarter	..	14 0

HELENSVILLE WHARF.

Rates.

The following rates will be charged on goods passing over the wharf :—	
Goods and live-stock conveyed between the wharf and stations inland by	s. d.
rail	Free
On all goods not otherwise specified, per ton (weight or measurement at	
the option of the Department)	2 10
Cattle and horses, per head. (Calves, one year old and under, half rates)	1 6
Sheep, pigs, and goats, per head	0 1½
Wool, per bale	0 4½
Timber, per 100 superficial feet	0 4½
Goods of Classes F, N, P, Q, or R, per ton	1 0
Minimum charge	0 5
Returned empties	Half rates

Storage.

On goods not taken away within twelve working-hours, per ton, per week	s. d.
or fraction thereof	2 10
On timber not taken away within one week, per 100 superficial feet per	
week or fraction thereof	0 8½
Working-hours, 8 a.m. to 5 p.m. on week-days.	

Cranage.

On all timber, per 100 superficial feet	s. d.
..	0 3

Charges for Use of Wharf.

For every vessel not over 20 tons gross register trading within the Kaipara	s. d.
Heads, lying at the wharf, per quarter, payable in advance	21 0
For every vessel over 20 tons gross register trading within the Kaipara	
Heads, lying at the wharf, per quarter, payable in advance	42 0
For every vessel, not otherwise specified, lying at the wharf, per working-	
day or part thereof, per ton gross register up to 150 tons	0 0½
For each ton above 150 tons	0 0½
Minimum charge per day or part thereof	3 6

The working-hours are from 8 a.m. to 5 p.m. on week-days. No ship shall discharge or take in cargo at any other times without the authority of the Wharfinger upon written notice given by the ship's officer or agent.

The captain or agent of each vessel must supply the Wharfinger with a correct copy of the vessel's manifest prior to discharging any cargo.

RANGANUI, TE HANA, AND RANGIRIRI WHARVES.

Rates.

The following rates will be charged on goods passing over the wharves:—

On all goods not otherwise specified, per ton (weight or measurement at the option of the Department)	s. d.
Cattle and horses, per head. (Calves, one year old and under, half rates)	1 6
Sheep, pigs, and goats, per head	0 1½
Wool, per bale	0 4¼
Timber, per 100 superficial feet	0 4¼
Goods of Classes F, N, P, Q, or R, per ton	1 0
Minimum charge	0 5
Returned empties	Half rates

Storage.

On goods not taken away within twelve working-hours, per ton, per week or fraction thereof	s. d.
On timber not taken away within one week, per 100 superficial feet, per week or fraction thereof	0 8½

Working-hours, 8 a.m. to 5 p.m. on week-days.

MERCER WHARF.

Rates.

The following rates will be charged on goods passing over the wharf:—

Goods, not otherwise specified, per ton (weight or measurement, at the option of the Department)	s. d.
Cattle and horses, per head	1 6
Sheep, pigs, and goats, per head	0 1½
Grain, flour, and agricultural produce, not otherwise specified, per ton ..	1 5
Cement, New Zealand manufacture, per ton	1 5
Manure or bones, per ton	1 5
Tanks, empty, each	1 5
Tallow, per ton	1 9
Coal, native, per ton	0 8½
Road-metal, per ton	0 8½
Fencing-wire and material, per ton	1 0
Timber, per 100 superficial feet	0 4¼
Wool, flax, or tow, per bale	0 4¼
Sheepskins and rabbit-skins, per bale (not exceeding 2 cwt.)	0 3
Goods of Classes F, N, P, Q, or R, not otherwise specified	1 0
Vehicles, two-wheeled	3 6
Vehicles, four-wheeled	7 0
Returned empties	Half rates
Parcels of fresh bread or meat up to 8 lb. in weight	Free
Parcels not exceeding 28 lb. in weight, each	0 2
Minimum charge per consignment, except as otherwise provided	0 5

Labour.

Receiving or delivering, for all kinds of goods, per ton	s. d.
Packages exceeding 10 cwt., by arrangement.	1 5

Timber.—For each handling by the Railway 5d. per 100 superficial feet will be charged.

The Department may require all loading and unloading to be performed by the owner.

Charges for Use of Wharf.

Vessels lying at the wharf or using the wharf for mooring purposes, whether cargo is worked or not, will be charged as follows:—

(a.) For every vessel over 10 tons but not over 36 tons net register, trading within the river, per quarter, payable in advance	s. d.
(b.) For every vessel over 36 tons up to 150 tons net register, lying at the wharf, per ton net register, per day or part thereof	0 0¼
(c.) For each additional ton net register above 150, per day or part thereof	0 0¼
(d.) Minimum charge per vessel per day (except on vessels chargeable under paragraph (a))	3 6
(e.) Vessels lying outside other vessels at the wharf will be charged full rates under paragraph (a) and half rates under paragraphs (b), (c), and (d).	

WANGANUI WHARF-SHED.

Ships' Goods.

Except otherwise specified, storage at the rate of 2s. 10d. per ton per week or fraction of a week will be charged on goods for town delivery not removed within twenty-four hours, and on goods received from or to be forwarded by railway after seventy-two hours.

Goods waiting Customs examination will be allowed four days' free storage.

No ship shall discharge or take in cargo at other times than ordinary working-hours without the authority of the Wharfinger upon written notice given by the ship's officer or agent.

The working-hours are from 8 a.m. to 5 p.m. on week-days.

KAIWARRA RAILWAY WHARF.

<i>Rates.</i>	s. d.
Gunpowder and other explosives landed or shipped, per ton or part of a ton	3 6

WESTPORT WHARVES.

Berthage Charges.

For any vessel lying at a wharf, up to 1,400 tons net register, 1½d. per ton per trip; and for every registered ton above 1,400 tons, at the rate of 2½d. per ton per trip. Minimum charge, 7s. These rates shall apply up to such time as a vessel has completed loading.

Every vessel occupying a berth twenty-four hours after the completion of loading and (weather permitting) failing to proceed to sea when ordered by the Harbourmaster shall be charged as follows for each day of twenty-four hours or part thereof while remaining at a wharf: Vessels up to 1,400 tons net register, 1½d. per ton; and for every registered ton above 1,400 tons, 1½d. per ton.

Rates.

The following rates will be charged on goods passing over the wharves:—

	s. d.
On all goods and luggage not otherwise specified, per ton weight or measurement, at the option of the Department	2 10
Wool, per bale	0 8½
Flax or tow, per bale	0 4½
Sheep-skins, per bale not exceeding 2 cwt.	0 4½
Hides, each	0 1½
Shingles, per 1,000	0 8½
Palings, per 100	0 8½
Posts and sleepers, per 100	1 0
Lime for export (when conveyed by rail)	Free
Coal, landed ex ship, per ton	1 5
Coal or coke for export (when conveyed by rail)	Free
Coke not carried by rail	1 5
Ship's ballast	Free
Goods of Classes F, N, P, Q, or R, not otherwise specified	1 0
Timber not otherwise specified, per 100 superficial feet	0 3
Timber (carried by rail for export)	Free
Cattle or horses, per head (first 20)	2 10
Cattle or horses, per head (each additional after the first 20)	2 1
Sheep, pigs, goats, &c., per head (first 50)	0 4½
Sheep, pigs, goats, &c., per head (each additional after the first 50)	0 1½
Vehicles, not otherwise specified, four-wheel	7 0
Vehicles, not otherwise specified, two-wheel	3 6
Motor-cars, set up, each	7 0
Motor-bicycles with side-car, each	3 6
Motor-bicycles, each	2 6
Bicycles, each	0 9
Minimum charge	0 5

Goods for Transhipment.

Timber landed on the Karamea Wharf for subsequent shipment at the merchandise or crane wharf will be charged 3d. per 100 superficial feet, including fourteen days' free storage.

Cranage.

For use of steam-crane, per ton (minimum charge, except as otherwise provided, 17s. 6d.)
 2 10 |

Exceptional cargoes (as determined by the Department) to be charged per day, or otherwise as may be determined by the Stationmaster at Westport.

The charge for cranage does not include the cost of haulage to the crane when the goods have been previously deposited at a distance therefrom.

Minimum charge for use of 12-ton steam-crane (when specially ordered)	40 0
Minimum charge for use of 20-ton steam-crane (when specially ordered)	56 0

Storage.

	s. d.
On goods not removed within twelve working-hours, per day, per ton	1 5
On timber not removed within one week, per 100 superficial feet, per day	0 3

The working-hours are from 8 a.m. to 5 p.m. on week-days. No ship shall discharge or take in cargo at other times than ordinary working-hours without the authority of the Wharfinger upon written notice given by the ship's officer or agent.

The captain or agent of each vessel must supply the Wharfinger with a correct copy of the vessel's manifest prior to discharging any cargo.

PICTON WHARVES.

Rates.

The following rates will be charged on goods not otherwise specified passing over the wharves:—

	s.	d.
Goods not otherwise specified, per ton, weight or measurement, at the option of the Department	2	10
Grain, flour, or malt, not otherwise specified, per ton	2	1
Class E goods for shipment at Picton previously carried to Picton by rail, per ton	1	5
Posts and rails per 100, and firewood per cord	0	8½
Timber, per 100 superficial feet	0	4½
Horses, not otherwise specified, for the first head	3	6
Horses, not otherwise specified, each additional, per head	2	0
Cattle, not otherwise specified, for the first head	3	6
Cattle, not otherwise specified, each additional, per head	0	9
Sheep or pigs, not otherwise specified, not exceeding 50, each	0	3
Sheep or pigs, not otherwise specified, all over 50, each	0	1½
Dogs	0	9
Bricks, per 1,000	3	6
Coal, per ton	1	5
Wool and sheep-skins, not exceeding 4 cwt., per bale	0	4½
Flax, hemp, or tow, per bale	0	3
Corpses, each	5	0
Vehicles, four-wheeled, not otherwise specified, each	7	0
Vehicles, two-wheeled, not otherwise specified, each	3	6
Hand-carts or trucks, each	0	9
Motor-cars, set up, each	7	0
Motor-cycles, with side car, each	3	6
Motor-bicycles, each	2	6
Bicycles, each	0	9
Sulkies, each	2	1
Boats, motor or sailing, 1 ton and over, each	14	0
Boats, motor or sailing, under 1 ton, each	7	0
Boats, motor or sailing, unloaded into harbour, or loaded direct from harbour into ships and not passing over wharves	Half rates	
Passengers' luggage, carried in hand	Free	

The following rates will be charged on the goods specified hereunder passing over the wharves for local delivery at Picton:—

	s.	d.
Goods not otherwise specified, per ton, weight or measurement, at the option of the Department	2	0
Grain, flour, or malt, per ton	1	6
Posts and rails per 100, and firewood per cord	0	6
Timber, per 100 superficial feet	0	3
Bricks, per 1,000	2	6
Coal, per ton	1	0
Vehicles, four-wheeled, not otherwise specified, each	5	0
Vehicles, two-wheeled, not otherwise specified, each	2	6
Hand-carts or trucks, each	0	6
Motor-cars, set up, each	7	0
Motor-cycles, with side-car, each	3	6
Motor-bicycles, each	2	6
Bicycles, each	0	9
Sulkies, each	1	6
Boats, motor or sailing, 1 ton and over, each	14	0
Boats, motor or sailing, under 1 ton, each	7	0
Boats, motor or sailing, unloaded into harbour, and not passing over wharves	Half rates	
Passengers' luggage, carried in hand	Free	

(Minimum charge, 6d.)

Empties, per ton measurement, including labour, half rates.

All goods and live-stock that do not pass over the wharves but are landed on or shipped from or pass over railway lands adjacent to the wharves, and goods and live-stock loaded or unloaded from or into lighters into or from ships lying at or adjacent to any wharf or within the limits of the railway lands, except as specially provided, will be charged half the ordinary wharfage rates.

Goods and produce from and to settlers residing in the Queen Charlotte or Pelorus Sounds landed or shipped at the Department's wharves set apart for traffic to and from the Sounds will be exempt from wharfage charges.

Except where otherwise specified, minimum charge on any goods, 8d.

Charges for Use of Wharves.

On every vessel, not otherwise specified, lying within the limits of the railway, for the first month, per working-day or part thereof, per ton net register up to 150 tons	s.	d.
For each additional working-day or part thereof after the first month..	0	0½
For each additional ton above 150 tons, for the first month, per working-day or part thereof	0	0½
For each additional working-day or part thereof after the first month..	0	0½
Minimum charge per day or fraction thereof	3	6
Vessels occupying berths outside other vessels lying alongside the wharves will be charged half dues.		

Vessels trading between Picton and the Sounds will be charged as under, per quarter, payable in advance:—

	s.	d.
Not exceeding 20 tons net register	14	0
Over 20 tons but not exceeding 60 tons net register	56	0
Over 60 tons but not exceeding 100 tons net register.. .. .	84	0

PORT CHALMERS WHARVES.

Rates.

A rate of 1s. 5d. per ton will be charged to the masters of ships on all goods loaded or unloaded from or into lighters into or from ships lying at Port Chalmers Railway Wharves.

All goods not carried by rail to or from Port Chalmers, loaded on to or discharged from the railway wharves, will be charged 1s. 5d. per ton for wharfage.

For live-stock not carried by rail to or from Port Chalmers, landed at or shipped from the railway wharves at Port Chalmers, the following charges will be made for wharfage :—

					s. d.
Cattle or horses, per head	..	..	..	..	2 10
Sheep, pigs, goats, per head	..	..	..	..	0 3

Goods carried by rail and discharged into sheds at Port Chalmers and afterwards shipped across the wharves without being placed in railway wagons will be charged 1s. 5d. per ton for wharfage.

Charges for Use of the Wharves.

For every vessel lying at the wharves, or within the limits of the railway for each day or part thereof, for each ton net register, $\frac{1}{2}$ d. The minimum charge will be £2.

The maximum charge for vessels undergoing repairs or out of commission will be £25.

Vessels attaching lines to the railway wharves when proceeding to or from the docks will be charged £1 8s. for the time up to one hour, and 14s. per hour for each additional hour or part thereof.

Vessels, including coal-hulks, not occupying berths but lying outside other vessels at the wharf, will be charged half dues.

Passenger-steamers trading within the harbour only, 14s. per quarter.

Vessels and dredges in commission, the property of the Otago Harbour Board, used for the construction or improvement of the harbour, will be free of wharfage charge.

PART VII.—GENERAL.

1. Definitions.

- (a.) "The Act" means and includes the Government Railways Act, 1908, and its amendments.
- (b.) "Department" means the Crown acting through that Department of the Government of New Zealand having the control of the Government railways open for traffic within the meaning of the Act.
- (c.) "Officered station" means any station where a Stationmaster is in charge.
- "Flag station" means any station where no Stationmaster is in charge.
- (d.) Unless inconsistent with the context, "goods" means goods, luggage, parcels, live-stock, or chattels of any description, and includes live or dead animals.
- "n.o.s." denotes not otherwise specified.
- "o.r." denotes owner's risk.
- "d.r." denotes double rate.
- "r. & $\frac{1}{2}$ " denotes rate and a half.
- "r. & $\frac{1}{4}$ " denotes rate and a quarter.
- "s.g." denotes special goods.
- "Dang." denotes dangerous.

The expressions "double rate," "rate and a quarter," and "rate and a half," and other similar expressions, mean that the specified rate is to be doubled or increased by a quarter or a half, or as the case may be.

2. Inspection of Goods.

The Department reserves the right to inspect any goods before receiving the same or while the same are in its custody, and for this purpose to call upon the owner to open out any package for inspection at the expense of the owner.

3. Owners' Risk and Special Goods.—Insurance of Goods.

1. Goods classified in Part V at "owner's risk" will, unless a request in writing is made and a receipt obtained and increased charges paid as hereinafter provided, be received, held, and carried at the risk of the owner, and will be charged at the rates ordinarily applicable to such goods as provided in this tariff. Consignors, may, however, have any such goods carried at the risk of the Department (subject to the provisions of the Act and the by-laws and regulations made thereunder) by delivering to the Department with the goods a request in writing that the goods shall be conveyed at the risk of the Department (which request shall, in the case of goods consigned, be deemed to be sufficiently made if the consignment-note relating to such goods is endorsed with the words "At Railway risk"), and by obtaining a receipt for such goods specifying that such goods are received for conveyance at the risk of the Department (which specification shall be sufficiently made by endorsement by the person giving the receipt of the words "At Railway risk" on such receipt), and in such cases the goods will be carried by rail at the risk of the Department (subject as aforesaid), and the charges, computed as provided in this tariff for such goods when carried at owner's risk, will be increased by one-sixth.
2. Goods classified in Part V as "special goods" are hereby declared to be special goods. Any package or animal the value whereof exceeds £500 is also hereby declared to be special goods.
3. The liability of the Department for loss of or damage to special goods shall be subject to the following provisions:—

If the consignor of any such goods—

 - (a.) Delivers to the Department with such goods a declaration in writing of the nature and value of such goods (which declaration shall, in the case of goods consigned, be made on the consignment-note delivered with such goods); and
 - (b.) Requests in writing that the goods be insured with the Department against loss or damage during the transit of such goods over the railways to the extent of the value so declared; and
 - (c.) Obtains a receipt from the officer in charge of the station at which such goods are delivered to the Department for transit by rail specifying the nature and value of the goods so declared; and
 - (d.) Pays the charge for insurance as hereinafter provided. The maximum amount which the Department may be liable to pay in respect of damage to or loss of such goods during such transit shall be the value of the goods declared as aforesaid.
4. No person, unless he shall have made such declaration and request and obtained such receipt and paid such charges, shall be entitled to recover, for any loss of or damage to any special goods, any greater sum than £10 for the contents of any package in which any such goods are packed, £15 for any horse, £8 for any one head of cattle, £2 for any dog, 15s. for any one sheep, goat, pig, or other quadruped not otherwise specified, and 3s. 6d. for any bird.
5. A charge of 5 per cent. of the declared value in the cases of horses and other live-stock and 2 per cent. of the declared value in the case of any other special goods (with a minimum charge of 1s. in each case) shall be made for insuring the same. All charges on insured goods shall in every case be prepaid.
6. The value of each package, animal, or bird must be separately stated.

4. Sale of Goods.

Whenever any goods are sold under any of the provisions of this tariff the proceeds of such sale shall be applied in payment of any sums payable in respect of any such goods and the expense of selling the same, and the balance (if any) remaining after such payment shall be paid to the owner on application.

5. Cinematograph Films.

1. Cinematograph films will be accepted for conveyance by rail only when packed and securely fastened in metal containers which comply with the following specifications:—

- (a.) Containers must be of galvanized iron of not less than No. 24 gauge, strengthened by ridging 2 in. apart, and lined throughout with hard fibre-board at least $\frac{1}{4}$ in. thick riveted to the metal. All the corners of sides and bottom must be strengthened by folded seams.
- (b.) The cover of each container must be permanently attached to the body of the container by two hinges in the case of the five-reel container and one hinge for the one-reel container. The covers must be lined with fibre-board of the same character and thickness as required for the body of the container.
- (c.) The cover of each container must fit tightly against the shoulder of the body and lap over same for a space of not less than 1 in. on all sides. The body of each container must be fitted with a staple or eye-bolt, and the lid with a strong metal hasp, which must fit over the staple or eye-bolt and be provided with a permanently attached catch to engage in the staple or eye-bolt.
- (d.) Each container must be fitted with hinged wire handles and the bottom strengthened by metal straps.
- (e.) Sample containers from each manufacturer of such containers must be submitted to and approved by the Chief Inspector of Explosives before containers supplied by such manufacturers are used for conveyance of films by rail. The Department reserves to itself the right to call upon the consignor of any receptacle containing cinematograph film to produce a certificate from the Chief Inspector that a sample container of the type presented to the Department has been approved by him.

6. Charges and Refills for Chemical Fire-extinguishers.

1. Packages containing charges and refills for chemical fire-extinguishers in which sulphuric acid forms part of the charge will be accepted for conveyance by rail only when packed in cardboard cartons or containers, the interior of which must be packed on top and bottom with cotton-wool or other suitable absorbent material and on the sides with corrugated cardboard packing. Such cartons or containers must in turn be placed in strong wooden cases, and packed with not less than 2 in. of wood-wool or other suitable packing-material between the various packages and between the packages and the interior sides of the wooden case.

2. The sulphuric acid must be contained in hermetically sealed or glass-stoppered bottles of glass, containing in each such bottle not more than 4 fluid ounces of acid. The accompanying charge of bi-carbonate of soda may be placed in the same carton or container in which the sulphuric-acid charge is packed.

7. Live-stock.**CONDITIONS OF CARRIAGE.**

1. Besides delivering with the live-stock a consignment-note properly completed as required by the Railway By-laws, every consignor must, before live-stock will be accepted for transit, provide any stock-removal permits or other documents necessary in connection with the statutes or regulations (if any) concerning diseases of animals. The Department will not in any way be liable for the consequences resulting from the non-compliance with this regulation.

2. Consignors of live-stock are required to give such notice to consignees regarding despatch as will prevent delay in delivery at the destination station.

3. The Department is not a common carrier of live-stock. The Department may, at its option, require freight on live-stock to be prepaid.

4. Loading and unloading must be performed by, and under all circumstances entirely at the risk of, the consignor and consignee respectively.

5. The Department may—

(a.) Refuse the transport of sick, wild, unmanageable, or fierce animals. The Department may, however, accept such animals for transportation upon condition that freight is prepaid and that the Department is free from all liability in respect thereof.

(b.) Refuse the transport of live-stock when the animals, in the opinion of the Stationmaster or Guard, are not in a fit condition to travel.

(c.) Restrict if necessary the number of animals which may be loaded in any truck or any class of truck.

(d.) Load other animals, vehicles, or goods from the same or different consignors to the same or different consignees in the same truck.

(e.) Refuse to accept for transport any live-stock that are or may be timed to arrive at their destination between 6 p.m. on Saturday and 6 p.m. on Sunday, unless and until an undertaking in writing shall have been received from the consignee that the live-stock will be unloaded and delivery taken thereof within three hours after arrival at destination.

6. The Department does not under any circumstances accept any responsibility whatever for animals before they are placed into the truck; for the consequences resulting from animals falling in trucks; for animals injured by other animals in trucks, or after the animals arrive at the station to which they are transported; nor is the Department liable for loss caused by live-stock jumping out of trucks whilst in transit.

7. The Department will not be bound to receive any live-stock for carriage to or from any railway-station which is not equipped with platforms, yards, and other suitable facilities for loading and unloading live-stock. Provided that at the option of the Department live-stock may be received for carriage to or from such places if the owners accept all the risk.

FEDDING AND WATERING.

8. Live-stock must be adequately fed and watered immediately prior to being tendered to the Department for transport, and a certificate may be required from the consignor that this has been done. Live-stock may not be accepted for transport where this condition has not been complied with.

9. Owners of live-stock must in all cases make their own arrangements for feeding, watering, or tending stock. The Department does not accept any responsibility in regard thereto.

10. If desired by the owners, live-stock may be off-loaded for feeding and watering at a station convenient to the Department between that from which they are forwarded and their destination, but they must not be detained more than twenty-four hours, otherwise the journey will be regarded as a new journey from the point where the stock was detained, and charges will be payable thereon accordingly.

11. The Department may, whenever it considers it necessary, provide live-stock whilst in its charge with food or water, or both (when practicable), at the expense of the consignees or consignors (as the case may be), and for such purpose the live-stock may be off-loaded. In no case will any charge be made for the water supplied to such stock.

12. In either of the cases referred to in paragraphs 10 and 11 the Department may, whenever it performs the work of reloading, make an additional charge of 3s. 9d. per four-wheeled truck and 7s. 6d. per double-bogie truck.

LOADING AND UNLOADING.

13. The consignor shall be responsible and shall pay for damage done by animals to trucks, enclosures, or other railway property while such animals are on the premises of the railway, unless he can prove that the damage is to be ascribed to the bad condition of such truck, enclosure, or railway property.

14. Animals which have died during their transport or before delivery to consignees must be accepted by the consignor or consignee (as the case may be) if the carcass is tendered by the Department, and such carcass must be removed forthwith from railway property, failing which the Department will take steps to have it removed at the cost of the consignor or consignee (as the case may be). If any animal has died whilst in transit and has been removed from the truck the consignor or consignee (as the case may be) shall pay the cost of such removal and burial as hereinafter provided.

15. Live-stock received by rail at stations must be removed within three working-hours after their arrival, otherwise such stock will be unloaded and held at the sole risk and expense of the owner.

16. A charge of 3s. per four-wheeled truck and 6s. per double-bogie truck will be made for unloading such stock.

17. Except as may be otherwise provided, a charge of 6d. per head of cattle, horses, or mules and 1d. per head of sheep, goats, calves (under six months old), or pigs, or other small stock, will be made for every eight hours or portion thereof after the expiry of the first three hours after arrival at destination station that the stock so remains in the custody of the Department, in addition to any charge that may have been incurred for food, water, veterinary surgeon's charges, and the like. Should it be considered necessary, the live-stock may, if practicable, at the option of the Department, be sent for stabling or grazing at the sole risk and expense of the consignee, and any expense incurred by the Department in connection with the feeding, maintenance, or custody of such live-stock shall be deemed to be charges payable in respect of the carriage of such live-stock.

18. Any animal that, through sickness or through injury received from other animals in a truck or through animals in a truck being unduly crowded or other similar circumstances, is taken out of a truck and subsequently transported to destination in another truck will be charged as a separate consignment from the station at which it was removed from the original truck to such destination station, and in addition any other necessary expenses incurred in connection with such sickness, injury, or removal.

19. The cost of removing and burying animals dying in trucks or railway enclosures and in circumstances where it is found impossible or, in the opinion of the Department, not reasonably practicable to tender the carcass of such dead animals to the consignee as provided in paragraph 14 of this regulation must be paid by the consignor (or consignee) at the following scale:—

For each head of cattle, including (calves over six months old),	s.	d.
horses, or mules	..	10 0
For each sheep, goat, dog, pig, or calf (under six months old)	..	2 6
Plus cartage charges (if any).		

20. This regulation does not relieve consignees of the responsibility for taking delivery of dead animals found in trucks on arrival at destination, as provided in paragraph 14 of this regulation.

21. Any live-stock not taken delivery of within one week after arrival at destination may, after notice to take delivery of same has been given to the owner or consignee or consignor, be sold by auction and the proceeds applied in payment of any sums payable in respect of such live-stock and the expense of selling the same, and the balance (if any) remaining after such payment shall be paid to the owner on application. If neither the owner nor the consignor nor the consignee is known, or if they cannot be found, request for delivery to be taken of the live-stock published in any newspaper circulating in the district or posted for a period of not less than three days at the destination station of the live-stock shall be sufficient notice for the purposes of this regulation.

STOPPAGE IN TRANSIT.

22. Should the transport of any live-stock be stopped by order of any Government official at any point either before, during, or after transit and whilst still in the possession of the Department in consequence of any breach by the consignor or consignee of any regulations concerning diseases of animals, or in consequence of any law or regulation prohibiting importation of such live-stock or the like, the Department shall, on receiving such order to stop, be taken and considered to have fulfilled its obligations to deliver the said live-stock, and may deal with the same accordingly. In such case the Department shall not be liable to make any allowance of freight paid, and the consignor or consignee shall not be relieved from his obligation to pay freight.

8. Special Rate of Charges for Understatements.

1. Where in any consignment-note, waybill, or other document required to be delivered in respect of any goods delivered upon a railway there is any understatement of the quantity, weight, measurement, or value of the goods, or any misdescription of their nature, which, if undetected, might lead to their being charged for at less than the proper rate; then in lieu of charges at the ordinary rate, and whether the understatement or misdescription is wilful or not, there shall be payable in respect of all the goods referred to in such document double the ordinary rate of charges on the whole consignment, and these charges shall be payable irrespective of any fine that may be incurred under subsection (1) of section 6 of the Government Railways Amendment Act, 1922.

9. Fodder for Show Stock and Racehorses.

1. Consignors of show stock may be allowed free conveyance of fodder sufficient for both the outward and homeward journey. Free conveyance is not applicable to fodder railed from the sending station for use in feeding the stock during the period they are on the showgrounds.

2. An allowance of one sack of oats and 56 lb. of other fodder for each G horse-box and two sacks of oats and 112 lb. of other fodder for each UG horse-box may be granted horseowners. The fodder must in each case be carried in the horse-box.

10. Miscellaneous.

1. All rates and charges payable in respect of goods and live-stock consigned to stations, platforms, or sidings where no railway Stationmaster is in charge must be prepaid. They will be put off at such places at the risk of the consignor.

2. In the case of consignments which by reason of their light and bulky character, or other circumstance connected with the nature of the goods, require the sole use of a truck for their carriage, the charges for same will be computed on a minimum weight of 15 cwt., except where otherwise specified.

3. Poisonous or injurious substances will not be received on the railways unless securely packed.

4. The Department may decline to receive broken, damaged, insecurely packed, or leaky packages.

5. Fibre-board containers for the conveyance of goods may be accepted as sufficient packing for the carriage by rail of packages having a gross weight not exceeding 65 lb., provided the packages are presented to the Department in good order and condition.

6. In the case of consignments of traffic of classes A, B, C, D, or E (rate and a half) the units of the consignment must be such as will not impose on the Department unreasonable work in handling the same.

7. The Department will not be responsible for loss of or damage to goods arising from their being insufficiently protected or packed.

8. Consignors shall make good all damage to trucks or tarpaulins arising from goods being insufficiently or negligently covered, secured, or protected by consignors.

9. When loading or unloading or tallying of goods is not done by the Department, no responsibility as to quantity or condition will be taken.

10. Except where otherwise specified, when senders who do their own loading, or consignees who do their own unloading, desire the Department to check and give receipts for goods in respect of which loading or unloading charges are prescribed, when such services are performed by the Department a charge at 9d. per ton will be made. Minimum charge, 9d.

11. Where cartage delivery of goods is performed by the Department, no package weighing more than 1 ton will be delivered, except under special agreement at special rates.

12. Wherever an alternative charge is specified, it is intended that the lower charge shall be taken, unless otherwise provided.

13. All goods chargeable on weight will be charged at actual gross weight of 2,240 lb. to the ton.

14. When goods are packed for carriage, the weight or measurement of the consignment will include the weight or dimensions of the case or packing used, provided that the charge shall not be less than for such case or other packing when consigned alone.

15. Except when inconsistent with the context or otherwise expressly stated "measurement" means cubic measurement. Whenever charges are based on measurement and are to be computed at a rate per unit of weight, such measurement shall be commuted into weight at the rate of 40 cubic feet to the ton.

16. Except where otherwise specified, a rate per truck refers to a four-wheeled truck, and except as aforesaid bogie trucks will, in computing charges at a rate per truck, be charged twice the rate for four-wheeled trucks.

17. Fractions of less than 1 cwt. in the tonnage will be taken as follows:—

	Under $\frac{1}{2}$ cwt. as	..	$\frac{1}{2}$ cwt.
Over $\frac{1}{2}$ cwt., but not over $\frac{3}{4}$ "	" "	..	$\frac{3}{4}$ "
" $\frac{3}{4}$ "	" "	..	1 "
" 1 "	" 1 "	..	1 "

18. Except where otherwise specified, in computing rates and charges any fraction less than $\frac{1}{2}$ d. in the result will be omitted; $\frac{1}{2}$ d. or more will be taken as 1d.

19. Where a rate is shown as plus or minus a certain percentage, that percentage is to be added to or deducted from the freight charges after the same have been computed at such rate.

20. In computing rates and charges odd fractions of a mile amounting to 5 chains and over will be taken as an additional mile; less than 5 chains will be omitted.

21. When notice of charges to be collected from a consignee of goods on behalf of the consignor of such goods is given to and accepted by the Department such acceptance shall in every case be expressly subject to the condition that though the Department will use reasonable care for the collection of such amounts before the goods are delivered up by the Department to the consignee, the Department gives no guarantee that such charges will be collected by it. In particular every person desiring the Department to collect charges on his behalf shall be deemed to have agreed to be bound by all the rules and practice of the Department in connection with the collection of moneys, either in respect of the granting of credit accounts or otherwise.

22. Except where a special arrangement is entered into, a commission of $2\frac{1}{2}$ per cent. will be charged on all amounts collected by the Department on behalf of express companies and forwarding agents, coach and steamship companies, picnic parties, racing or sports clubs, or any other persons or bodies. Minimum, 3d.

23. A deduction of 10 per cent. (minimum 1s., maximum 5s.) will be made on all sums payable by the Department by way of refund not being sums coming within the provision of the last preceding paragraph of this regulation, unless it is shown that the Department is entirely responsible for the circumstances giving rise to the refund in each case.

24. Goods which have arrived at destination and are not taken delivery of by the consignees within four working-hours after arrival are thereafter held by the Department as warehousemen at the owners' sole risk, subject to the by-laws and regulations.

25. Except as otherwise provided working-hours shall be deemed to be between 8 a.m. and 5 p.m. Sundays and days on which goods-sheds are closed for the whole day will be treated as *dies non*.

26. The Department may decline to accept for carriage, or may accept for carriage only under special agreement, articles which by reason of excessive length, bulk, weight, or other circumstance the Department considers unsuitable for carriage, or suitable for carriage only under special conditions.

27. Fruit, vegetables, fish, meat, and other goods which become, while still in the custody of the Department, offensive through putrefaction or other cause may be buried or otherwise disposed of by the Department without prejudice to the right of the Department to recover railage or other charges that may be payable thereon, and any such goods so dealt with shall be deemed to have been duly delivered to the consignee.

28. Notices for the supply of trucks given by persons intending to consign goods or live-stock will be accepted for fulfilment conditionally only upon its being found convenient to the Department to supply the trucks upon the due date. The Department will not be responsible for any loss or damage arising through failure from any cause to have trucks available by any particular date or train.

29. The Railway Department is not responsible for coach, steamer, or other services, and is not answerable for their fulfilment unless such services are managed and controlled by the Department.

30. The Department will not be responsible for the delivery of goods by any particular train or at any particular time.

11. Ships' Goods on Port Lines.

1. Ships' goods will be charged according to ships' bill of lading, or by weight or measurement, at the option of the Department. The charges shall not be computed on more than twice the actual weight of any consignment: Provided that in no case shall the charges be less than when computed on half the measurement.

2. "Ships' goods," for the purposes of this regulation, means and includes goods received direct from ships on to the railway.

3. The following are port lines:—

Onehunga—Auckland.
Breakwater—New Plymouth.

Lyttelton—Christchurch.
Port Chalmers—Dunedin.
Bluff—Invercargill.

By Authority: W. A. G. SKINNER, Government Printer, Wellington.—1925.